

THE RETURN OF THE ANNUAL AUCTION

Duck Tour of Boston & Brunch

Heliops Tour... Get the Buzz

The 2007 New England Ramble

THE NOR'EASTER

2007 JUNE 2007

Northeast Region Porsche Club of America Northeast Region Porsche Club of America Northeast Region Porsche Club of America Northeast Region Porsche Club of America

Date: October 2006

Event: The inaugural PCA Club Race at DAYTONA INTERNATIONAL SPEEDWAY, Daytona, FL.

Assignment: Prepare and Support our customers' cars.

Results: All Great... some Extraordinary!



Greg Brown: Winner of the very competitive GTC3 class enduro in his GT3 Supercup Car.

Dana Martin: 1st in class and 4th overall in the GTC2 class enduro.

Bob Cohen: 3rd in GTC1... running the entire 90 minute enduro solo.

Barry Brensinger: 2nd in class in sprint after starting last overall... setting another B class track record.

Andy Jenks: 3rd in class of 26 F cars and 4th overall in enduro after a dramatic spin dropped him to 30th early.

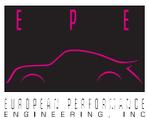
Caryl Brensinger, Bruce Hauben, Wayne Mackie and Steve Boris: Finished off the podium but ran safely without problems or issues.

CONGRATULATIONS!! to our customers and friends on their outstanding performance at Daytona.

While not all our customers race their cars or even participate in the PCA drivers education program, we believe all our clients deserve the same level of personalized, professional care we have become known for in race paddocks all across the country.

Our commitment to excellence shows in many ways, through our flexible scheduling, our cost effective approach to proper repair and maintenance and our unique ability to help make your Porsche ownership pleasurable and rewarding.

So, the next time your Porsche needs a little TLC... even if you're not planning on driving the banking at Daytona... call or drop us a note. It's often said "Racing Improves the Breed" and we at EPE believe that it's true, not only for the car, but the technician that works on it.



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COVER



Cover Photo
The scene in front of The Equinox front entrance was constant Porsches for the 2007 Ramble weekend. Photo by Dave Weber.

The NOR'EASTER (ISSN-0199-4425) is published monthly for an annual fee of \$15.00 by the Porsche Club of America, Northeast Region at PO Box 409, West Boxford, MA 01885. Periodicals postage paid at West Boxford, MA and at additional mailing offices.

Postmaster: Send address changes to:
The NOR'EASTER
PO Box 409
West Boxford, MA 01885

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Advertising - Advertising is inserted on a prepaid basis. Discounts are offered for three months (5%), six months (10%), and one year (15%). Copy should be supplied photo ready or

equivalent. All advertising inquiries and all advertising copy should be submitted to: Robert Cohen, 110 Harvard Road, Bolton, MA 01740., Phone 978-779-2226 (eves). All checks payable to NER/PCA

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Back cover, 2/3 pg. - \$114/issue
Half page - \$83/issue
One third page - \$68/issue
Quarter page - \$52/issue
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Out In The Passing Lane

Dave Weber



Navigation systems for automobiles will most likely come as standard equipment in a few years, which may or may not be a good idea if my experience with them is representative. When I travel on business, I nearly always rent from Hertz, and almost always request a car with their Never Lost navigation system. With the assistance of Never Lost, I'm fairly certain I'll eventually arrive at my selected destination. What's not always certain is whether or not the route I'm directed to take will be either logical or the quickest. An example: I spent four days in Naples, FL a few weeks ago, and the Toyota Camry I rented came with route assistance from a pleasant computerized voice emanating from the dash.

When it came time to leave, my able computerized assistant decided I should exit out the rear of the hotel property through a residential area, connecting with the main road. I was expecting to exit out the front of the hotel property, so almost immediately I was "off course" and instructed to turn around. I blindly did as I was told

I guess the moral of these comments is that you can't rely solely on computerized guidance, there's still a need to look at a map.

returning back toward the hotel, until I realized what I was being instructed to do. I made a loop back around the main entrance, eliciting a few curious looks from the bell men, and once again picked up my chosen route back to the airport. My route option featured a couple of stoplights and four-lane roads. Never Lost's route featured almost no stoplights, but narrow two-lane residential roads. Sure, it might have been a 100-yard shorter route in total, but I doubt I'd have saved any time.

I have a navigation system in my Audi that's frequently just as illogical in its route planning. Despite adjusting the route criteria to make it easier for the system to use secondary roads, the system continues to prefer main roads and freeways. I'll almost always be directed to take routes that are several miles longer in distance and time, with more stoplights in particular. Susana doesn't find my experiments all that amusing, particularly when I use the system to plan my route home. When the computerized voice breaks in to

constantly prod me to take roads I'm intentionally avoiding, she can't identify with my need to find out how the system responds.

If these systems are to be of real value, they need to have a learning feature. By trial and error over the years we've all learned which routes work and which don't. We know the best roads to take to get home with minimal hassle. These systems don't know shortcuts. They avoid some roads altogether, even if using them would shorten the trip. They don't seem to be aware of which roads have lots of stoplights with the potential for significant delays. They'll take you well out of your way sometimes just to place you on a prioritized route. I was in California last year returning to the local airport at 6 am. I selected shortest time from the menu of options. I was placed on a secondary road (four lanes wide but full of stoplights), while a parallel six-lane freeway was just a quarter mile away. Both roads would have deposited me at the airport, but I'm pretty certain the freeway option was, in fact, the better option despite Never Lost's analysis.

I guess the moral of these comments is that you can't rely solely on computerized guidance; there's still a need to look at a map from time to time.

Speaking of routes, Bruce Hauben and Joyce Brinton did a fantastic job planning the route for this year's New England Ramble. With the exception of a short ten-mile leg, the roads were well maintained and entertaining on which to drive. The weather even cooperated to some degree; we didn't have much sun but, for a change, it didn't rain. Susana didn't want to spend four hours riding in the GT3 (too stiff suspension), so she rode around in a Mercedes sedan, while I enjoyed the drive with ace navigator and event sponsor Jerry Pellegrino.

Bruce arranged for reserved parking at the Equinox Hotel and, to my amazement, most Ramble participants parked facing in the right direction in the assigned lot. Why was the important you might wonder, well what I wanted to get was a panoramic photo of the participants and their Porsches. You'll see the end result elsewhere in this issue — pretty cool!

Our driver education season starts in a few weeks at Mid-Ohio. The last task on my list in preparation is to get several sets of new tires

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Upshifting

Bruce Hauben



Another Ramble has been successfully put to bed with a record number of cars and participants. Due to last minute cancellations and no shows the expected 141 cars dwindled to 132, still a fantastic turnout. The new two night experiment turned out to be a huge hit so will be continued in the future. I was also surprised at the distance everyone is willing to travel. Thankfully so, as that opens up other location possibilities. Mark your calendars for May 2,3,4, 2008, a week later than normal due to the timing of Passover. As there is an excellent article elsewhere in this issue about the Ramble I won't dwell on this year's.

Normally I like to get our destination sewed up and contracted for, at least 18 months in advance. As our size continues to grow, there are fewer and fewer resort hotels within our distance parameters that can accommodate us, and we're not the only group that reserves large blocks of rooms and requires large banquet facilities, 2008 being a case in point. You should be prepared to get future registration forms and checks to me on an

I heard recently that the cause of our present day high gas prices is refinery capabilities, i.e. we are using more gas than can be produced.

ASAP basis as the 2007 Ramble may be the last time we were able to accommodate everyone.

While I am still working on our 2008 destinations at this late date, here is a brief run down of what we're up against and why I consider 11 months out to be "last minute". One property is still undergoing engineering feasibility studies towards renovations which may not be done in time, while another was thankfully up-front in telling me that there would be renovations going on during our desired weekend. Four properties are already booked for that weekend, and another simply did not have the right common areas and ambiance for meeting friends and socializing. So stay tuned for further developments.

I heard recently that the cause of our present day high gas prices is refinery capabilities, i.e. we are using more gas than the existing refineries can produce. In the report it was pointed out that environmental requirements, considerations and permitting have completely stymied attempts to build new refineries. Sounds like a real Catch 22 here. Apparently Hurricane Katrina had a lot to do

with this as today, some refineries have not yet come back on line.

What doesn't compute in my mind is the seasonal fluctuation of gas prices. Yes, everything we read and are told says that there is more driving in the summer so prices go up. But, aren't the costs involved in producing a gallon of gas pretty much fixed? That is, these refineries are automated, they never shut down, so what can be involved in increasing output? They don't have to higher thousands of extra elves to off load barrels of oil from ships, and they're not driving crude around the refinery with fork lift trucks, or manually emptying tanks with ladles. Someone please tell me why increased production means increased prices at our local gas stations. Normally increased production of an item means lower costs and selling prices. This is all backwards when we pay higher prices for increased production.

One back-handed benefit of higher gas prices has been lower diesel prices at the pump. At first I thought it was simply a matter of diesel prices remaining stable while gas prices increased. I first noticed this "phenomenon" when we drove to the Road Atlanta Club Race several months ago and was surprised. I still remember when I had a diesel Peugeot back 30 years ago and enjoyed my advantage at the pumps over the gas powered vehicles.

Well, checking out the Energy Information Agency of the Fed. Gov. I learned that in the past year diesel fuel has gone down an average of \$0.147 / gallon while gas has increased \$0.156 / gallon, for the same time period. So it is a real life, not a perceived, shift in pricing. I doubt that a real, honest reason for this can be found by us lay people. There are too many out there with their own agendas and vested interests obfuscating issues to get a fair answer.

I found a chart that plotted the costs involved in gasoline between 2004 and the present and quite logically as the retail price went up the Distribution and Marketing went down 3%, the taxes went down 8%, but the Refining Costs & Profits (not broken out as they should have been) increased 6% and the cost of crude increased 5%. What was left out was the percentage of the whole attributable to gross and net retail profits (loss). And this was on a government web site; of

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Four Speeds & Drum Brakes

Tom Tate



Back in the fall at the Zone One Autocross, Blackie, the '58 Speedster ran fast enough to win but the truth of the matter was that the clutch was beginning to slip. The clutch was put in nearly eight years ago which was the last time that I had the engine out for a good cleaning. I really don't recall if it was new or just new to me when it was installed but it was beginning to show its age the last few years. That seemed unusual considering that it probably didn't have 3000 miles on it. That job, along with a lot of other winter projects, went on the list back in October and has been steadily rising to the top.

The loyal reader will recall that while it didn't follow me home, I had a single post lift coming from out west as a result of my visit to the Barrett Jackson Auction in Phoenix in January. I didn't want to start work on Blackie until the lift was installed because I didn't want to be pushing a car around without an engine in it. I knew that the installers would need some room to move around and four cars in the lower two car garage makes it pretty

Putting the engine back in the car is always the easy part so when a friend wanted to stop by one evening to watch, I agreed.

crowded. That's why I was getting a lift. Finally this month with the lift in place, a car up in the air, and spring upon us it was time to get to it.

I probably should have put the car on the lift to pull the engine, it does come out the bottom of the car after all, but old habits die hard. Maybe I'll try that method next time. I just put it up on jack stands like I've done for 40 years and climbed under it.

It only took about an hour to have the engine out and I was expecting to see oil on the clutch but didn't see a drop. Removing the pressure plate I found the clutch disc had a little wear but not much, not enough to account for its slipping. I had another disc available that looked new and had a little more material on it, so I figured that I'd just replace it and bolt everything back together. I always use a discarded transmission mainshaft to center the disc as I bolt up the pressure plate. It makes installing the engine easier if everything is lined up to start with. With the disc in place it spun easily but when I put the pressure plate in

place it would only turn about 30 degrees before it got stuck, not good.

I removed the pressure plate, laid it upside down on the bench and put the disc on top to check clearances. The replacement had the springs in it which the worn one didn't but that didn't account for the problem. It seems that the pressure plate had a couple of rivets on it that interfered with rivets on the disc. Very strange. I guessed that I needed another disc without the springs in it. That didn't seem right so I called a local expert, George Nelson, and asked if he had a minute to offer an opinion. Always eager to solve a problem, George suggested that I bring it by so he could have a look.

Later in the week I swung by George's and didn't even have the parts out of the trunk before he identified them as VW parts. Oops. I couldn't remember where I had gotten the parts, maybe off the Internet, but they were not meant for a 356. Seems that the disc is about 2mm thinner than one for a 356 and the pressure plate has

3mm less travel when released.

That means that when installed in a 356 it just barely reaches the surface of the flywheel and, at least by the numbers, shouldn't be able to apply enough pressure to keep the clutch from slipping. This is what I had in the car

in '99 when it placed second in class at the PCA Parade Autocross. It seemed fine to me. Sometimes these cars run great in spite of their owners.

New parts were ordered and in the garage before the week was out, our 356 vendors are the best. A person can almost build a car from our parts suppliers and delivery is always within a couple of days. It takes me longer to get parts for our 2004 BMW.

Putting the engine back in the car is always the easy part so when a friend wanted to stop by one evening to watch, I agreed. It's really not a two man job but having someone to pass tools under the car could come in handy. As I was explaining the process as I went along, the upper engine bolts didn't want to slide in place and the fuel hose didn't want to slide on easily. My observer wanted to know why I didn't put a clamp on the gas line and I explained that it really didn't need one. Porsche didn't use one 49 years ago, I wasn't going to use one now. As I recall he said some-

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Flat Sixer

John Bergen



I can't believe how fast April has flown by. To say it was a very busy month would be an understatement. But, as the old saying goes, "Time flies when you're having fun!"

So here I am, two days before our next board meeting, trying to crank out another column. Luckily for you, I have several Porsche things to write about; otherwise, you'd be reading about my eight-year-old son's Little League travails.

First up on the list was the April 10th Technical Session hosted at EPE. This was my first ever session and I have to say it was great. I was pleasantly surprised at the large turnout and even more surprised by how many pink frosted doughnuts Win picked up from Dunkin' Donuts. Needless to say, however, the doughnuts and coffee were much welcomed by all those gathered.

Jerry did a great job explaining the many variables involved in preparing a car for the track. He also went into great detail about the different components and their dependencies. There were some cars in the shop in various states of repair,

ahead and bought a Cayman after hearing me opine about them for so long. Of course, he'll tell you that I had nothing to do with his decision, but I beg to differ.

Next up was the 2007 Annual Ramble to Manchester, VT. What a great time this was. My wife Dot and I really enjoyed the two-night format. It was quite enjoyable to arrive at the hotel and not have to deal with the long check in lines due to 100+ Porsches arriving all at once.

The day we left for the Ramble was overcast and the skies were threatening. I had been watching the weather channel and tracking the weather systems on my computer all morning. I was on the fence as to whether I should take the Porsche or not, but in the end I opted to go for it. As we made our way up to VT, we were passed by a group of 928s out of RI, heading north on Route 495. I was tempted to join their pod but they were opting not to use the Mass. Pike, and my wife and I wanted to make a stop in Amherst along the way.

The only real tricky part of the whole trip to Manchester was driving down the mountain near Bromley. As many of you know there was a ton of fog due to the melting snow and humidity in the air. If it had been nighttime, I don't know if I would have attempted to make the drive down the hill.

That night we headed out to one of the local watering holes where we were lucky enough to be joined up with a large contingent of NER members. Dinner and the conversations were great, and we all tried to ignore the struggling 'Dice-K' on the mound. I still can't believe that the Red Sox pulled it off in the end and won that game. Maybe it was foreshadowing the great drive to come the next day.

And a great drive it was. Bruce really outdid himself with the routes this year. The morning session had some good scenery and passing lanes while the afternoon was filled with many technical twists and turns. At one point in the afternoon I was keeping up with another 964 Targa; this one happened to be white and driven by Diana Glimm. Yes, she was making great time and following a 996 Cab driven by Byron Deysher. It seems they were having so much fun that they missed a turn on our route back to the Equinox. I caught up to them both at the reception after-

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The morning session had some good scenery and passing lanes while the afternoon was filled with many technical twists and turns.

plus many engine parts that were available for up-close examinations.

I particularly enjoyed the discussion on alignment and techniques used by EPE to make sure the cars are aligned properly. There was a speed yellow Cup car set up for our viewing — the same car that appears on May's front cover in living color. That is one sharp looking car.

Speaking of color, how many of you are enjoying the new color covers of the Nor'easter? Did you know that the first one was actually a mistake? Maybe the word 'mistake' is a bit wrong but, no, it seems that the color is here to stay for at least a little while. If you enjoy the color, please let Dave Weber know.

Back to the Technical Session for a few more details. It was great to meet many of you there and get to learn more about what other members are planning to do this year. I also enjoyed seeing many of your cars. As you recall I am still torturing myself over what to do. One thing that has happened is that my younger brother went

Minutes Of The Board

May 9, 2007- Michelle Wang, Secretary



The May Board Meeting was held at the residence of Ron Mann on May 9 and was called to order at 7:19 pm. In attendance were Ron Mann, Steve Ross, Bruce Hauben, Joyce Brinton, John Bergen, Dave Weber and Matthew Wallis (in the role of acting secretary).

Ron Mann reported that the AutoX/DE school at NHIS parking lot "I" was a great success, with 36+ participants. Many participants had positive feedback on the various exercises: wet skid pad, slalom and braking. During the lunch break, participants had the opportunity to watch some very close Sports Car Club of America racing held at the neighboring NHIS road course. The event even received positive feedback from die-hard track junkie and DE track chair Laurie Jitts, saying he is going to give a real autocross a try. Concerns were brought up about the recent autocross issues in Portland, OR. Ron went on to let everyone know that we would never design a course that would have parked cars at the end of the course, which was the issue in Oregon. The board continued the discussion of safety issues at our autocross events and how we can continue to maintain our existing safety record.

The board was sorry to hear that one of NER most active members, Don Wolcott has turned in his resignation as autocross registrar, effective at the end of the 2007 season. The board hopes to see Don back in the future, perhaps in another role. Tom Tate and Kim Saal will assist in running this year's concours event. It is always great when members step up and help the club; we need more members like Tom and Kim to help distribute the workload of the club. Ron concluded his report with a discussion on procuring insurance for individual events from National. The season is getting busy, so event chairs should not wait until last minute to apply for insurance.

Win Perry submitted his Activities report by e-mail to the board, as he was unable to make the meeting due to a last-minute obligation. The Heliops tour is confirmed, as is the Museum of Transportation (MOT) auction in June. July will be an off month. The board recommended that we start the August NER duck tour beginning at the Museum of Science because the museum has good parking and the possibility of a brunch at their restaurant. Pricing needs to be clarified and confirmed. The board recommended an optional brunch at the restaurant be included as part of the duck tour. September brings us back to the MOT

for PorscheFest. The remainder of monthly meetings and activities will be outlined in upcoming issues of the Nor'easter and publicized on the website.

The Treasurers report was accepted with questions about various unlabeled items that Matthew will follow up on with Bob.

John Bergen reported that the Northeast Region had a total of approximately 2400 members with 1371 being primary members. John also reported that we had 754 paid subscriptions to the Nor'easter. As of 2007, the region has stopped sending complimentary copies of the Nor'easter to out of region instructors, etc. John noted that he has received no negative feedback from this change and it is saving the region money. The board speculated that out-of-region parties are reading the Nor'easter online. John suggested that we use name badges at all events that include person's approximate geographical location of residence. This will help facilitate local social gatherings of our members. It is one of our region's goals to encourage people get together outside Porsche club events. The primary concern is that we want to protect each member's privacy, so the suggestion was made to use general geographic location vs. specific town of residence. This suggestion came from one of our members: Diana Glimm. The Board thanks you for the feedback!

Bruce reported that he still has not been able to

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Happy PCA Anniversary

Thirty-Five Years

William Currie

Thirty Years

Dennis Barry
Jim McDevitt
Robert Berg

Twenty Years

Robert Cohen
Hugh Mason

Fifteen Years

Larry Sugarman

Ten Years

Paul Blondin
Arthur Caputo
David Isley
Gregory Lloyd
David Sheehan
Jon Sirota

Five Years

Burt Adelman
Bruce Bruwer
Dennis Frasca
Eliat Goldman
L Hone
John Konopka

Check Your Mirrors

Win Perry



Plans are indeed subject to change. Last month I wrote about my plans to try a BMWCCA Driving School at Watkins Glen. Unfortunately, this was not to be. Despite predictions of balmy weather for the weekend of the event, Mother Nature had one last (I hope last!) surprise awaiting us. On Wednesday, two days before the event was to start, a late season blizzard covered the track leaving drifts two to four feet high. Although we often refer to our front spoilers as plows, I wasn't convinced that real plowing with a non-Cayenne Porsche was such a good idea. The Watkins Glen management preempted any such research and, prudently, cancelled the event. This was a big disappointment for both me and my son, Luke. In his last-minute but very conscientious notification (by both email and phone), the BMWCCA registrar suggested an alternate event. The Sports Car Driving Association (SCDA) was holding an event at Lime Rock on Friday, the first day of the cancelled school, and had places left at all levels. SCDA is a for-profit driving school founded by Bill Prout,

However, having no alternatives, and not having much enjoyed that first drive, I softened the rear struts three (tiny) clicks.

the original chief instructor for Skip Barber. It is currently run by his son Ian. Although I was a bit put off by the school's price (\$325 per driver for a one-day event), it's not always possible for Luke and I to coordinate our schedules. In the end, I bit the bullet and signed us up.

Better yet, Hudson Champlain Region was holding a PCA DE at Lime Rock on the following day. Although registration was closed, I decided to call Patti Torre, HCP's Registrar, and ended up speaking with her husband Rick Dobush, Chief Steward. After first apologizing for calling two days before an event, I explained about the Watkins Glen cancellation, and asked if they might possibly need an additional instructor. Rick and Patti graciously said that, yes, they had lots of students signed up and could use more instructors. So, my three-day weekend at the Glen had morphed into two days at Lime Rock. Not perfect maybe, but much better than just throwing in the towel.

Arriving on the track on Friday morning, I was pleasantly surprised to see plenty of friends from

both PCA and BMWCCA at the SCDA event. Some, including Mark Gallagher and Mark Schnoerr, were instructing (no \$325 for them), and Fred deNapoli was helping run the event. Although costly, SCDA runs a nice event — relaxed registration and tech. inspection, keeping to the schedule, and paid flaggers. My first time out was also the first time driving on a track with my new suspension. It was not a very comfortable beginning. The rear seemed pretty loose, inspiring very little confidence in the car, so I kept my speed down. I was letting everyone in the run group pass. It was pathetic. As I pitted in for a hot swap over to my son and his instructor, Mark Gallagher, I checked the pressures on the Toyo R compound tires. They were too high. I lowered the pressure and hoped that this was the cause of the squirrelness. When my son pitted in at the end of his session, his first words were, "Dad, I hope you haven't sold your old suspension." Mark confirmed that the rear felt pretty loose. This was worrisome. Were the coil-overs and monoballs more than I could handle?

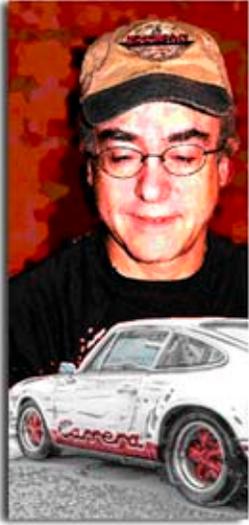
Did I need a softer rear sway bar? There was some time before my next run, so I called Rick at Autobahn Performance and described how the car handled. He suggested softening the settings on the rear struts. The JIC Cross struts all have little knobs on the bottom, which have 15 detent positions. They had all been set to

position 9, somewhat on the hard side of middle. Now, I have never had an adjustable suspension. In fact, I was quite happy with the non-adjustability of the H&R sport spring/Bilstein sport strut combo that had been on the car. Just get in and drive. So, I was pretty skeptical about what could be done with the struts. However, having no alternatives, and not having much enjoyed that first drive, I softened the rear struts three (tiny) clicks. Then it was back onto the track. What a difference! My Boxster had suddenly regained its balance. The rear felt planted, and I could easily and confidently rotate the car again in the corners. I even started passing other cars! Welcome to the world of adjustable suspensions. In time, I'm sure I'll soften things up for the drive to and from the track, think about what settings to use in the rain, and try different settings for different tracks. In time, yes. But, right now, the car feels pretty good, so maybe I'll just leave things where they are. The rest of the drives were fine; Luke also noticed the

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Tail Wagging

Ron Mann



A number of years ago, upon my rather unceremonious return to the Boston area, I had the good fortune to become friends with a guy who was a mountain climber, a damn fine software engineer and an IFR licensed pilot. In 1990, along with three other friends, we started a company together. Our motto was 'ain't gonna work for the man no more.' With a mission statement like that, you might imagine we were a little on the wild side, at least for a bunch of geeks.

Having cut a deal with our previous employers to take over 9000 square feet of office space in a building they had abandoned, we finagled a contract to retain the space for the remaining nine months on their lease. In exchange for a day of consulting a month, we had the complete run of the place. Half of the floor was offices, while the other half had been laid out for cubicles, the carcasses of which had been auctioned off before we took up residence. Needless to say, all this open space was put to rather dubious use. When we got too frustrated to code, we'd often play soccer by

Being a rather rowdy group of overworked engineers, we maintained a rather simplistic view of the corporate world.

setting up a pair of goals and playing while seated in swivel chairs — more a human-powered office chair demolition derby than futbol, although the most severe injuries generally resulted from tackles involving shin-to-shin contact. We also dabbled in a bit of indoor tennis. One day, after a particularly elegant combo smash-lob shot that destroyed an emergency sprinkler system head, the President finally put his foot down in an effort to prevent any more of our tomfoolery. Once again, we found ourselves back working for the man. With our *raison d'être* in the trash, our resolve hardened to continue our total commitment to anarchistic behavior in the form of executing ever more subtle crimes against authority. One memorable example of our ongoing prank war, at least of the ones I dare relate in print, was the deliciously ironic alteration of the sign directing visitors to our President's reception area. When there's only half a dozen of you hidden somewhere in just under a quarter acre of office space and you're a struggling startup desperate for cash,

the authority figures among you feel the need to have signposts directing the stray customer into the heart of our inner sanctum. The 'Prez,' also the head of marketing, sales and HR, therefore spent several hundred of our very precious dollars having elegant markers made up at rather extravagant expense.

Being a rather rowdy group of overworked engineers, we maintained a rather simplistic view of the corporate world. It was our opinion that the only responsibility our management was honor bound to discharge was to acquire, as rapidly as possible, a few bags stuffed with cash. We reasoned that if we obtained some \$\$\$, we could pay for the sprinkler head, get back to our exercise regimen and maybe even eat something other than pizza every now and again. But instead, in our hour of darkest need, our fearless leader had, in our professional opinion, wasted what few dollars we actually had managed to bank on a trio of fancy, professionally designed and manufactured signs. Had he engaged a janitorial service (did I

mention we had had to swab down the men's room ourselves every week or two) we might have forgiven him for splurging. The selfishness of this action, however, could not go unpunished. As retaliation, we found an X-Acto knife and carefully neutered the leading 'R' to a 'P'. Next, we stretched

the right half of the letter forming a reasonable facsimile of a 'D'. Thus, our potential clients were directed straight to the office of our President: the Deception Area. For better or worse we hadn't chosen our leadership unwisely, as he was at least observant enough to catch on after a day or so. Only a few Koreans had showed up that week and their English wasn't quite good enough to have fully appreciated our handiwork.

When we weren't struggling with building technology or being dragged into the Norwood Police station to stand for a lineup, one of the somewhat offbeat ways my aviator friend and I amused ourselves was by going through his monthly Federal Aviation Administration crash analysis reports. While this might sound a little morbid, and certainly on occasion it indeed was, reading about the anatomy of an accident was really quite fascinating. Equally, the FAA investigators were always tenacious in uncovering all the factors that contributed to the incident. One of the key principles I took away from reading these reports

was that, at least in the most severe incidents, rarely was there a single event one could point to as having caused the accident. Most times, there were a series of little mistakes. None of these individually would have resulted in anything more than a footnote in the flight log but, when summed, these small problems resulted in disaster.

All the hoopla this month surrounding an incident involving a Porsche GT-3 that occurred during an autocross held in a parking lot at Portland International Raceway has reminded me of these old FAA reports — not because the web conversation has been in the least bit illuminating, but rather for the ability of people to come to complete and utterly opposite conclusions when they have so little hard evidence to draw upon. For those of you who fail to take notice of these things, I'll give you a brief summary of the details, at least as several eyewitnesses have attested.

At the end of the day, after completing the competition portion of the event, a gentleman with a new-to-him GT-3 handed the keys over to another driver to go on a fun run (CONTRIBUTORY FACTOR #1). The driver was purported to be quite skilled and someone who regularly pilots his Corvette to times that

are at or near the best of the day. The Corvette driver completed his run by coming around a 90-degree corner and then briefly accelerating through the lights to the finish. The course designers reportedly had approximately 175 feet after finish before the course emptied the cars into the pits (CONTRIBUTORY FACTOR #2). Although the GT-3 passed through the lights under control, it failed to slow down, passed within a few feet of one of the observers still at speed, and failed to stop before plowing into two cars, one of which rather ironically happened to belong to the safety steward.

The driver apparently admitted that he pressed the clutch at the finish rather than the brake (CONTRIBUTORY FACTOR #3), which of course went to the floor and did little to slow the car. Presumably, he was surprised by this, panicked (CONTRIBUTORY FACTOR #4) and failed to recognize just what went wrong prior to colliding with the cars in the pits. Evidently, the driver was accustomed to left-foot braking his Corvette, which was an automatic (CONTRIBUTORY FACTOR #5). Thankfully, no one was hurt in the incident, but the GT-3 appears from the post event photographs to have been totaled.

continued on page 43

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Calendar At A Glance

June

- 1-3 Zone 1 Club Race @ Watkins Glen
- 2 AutoX #1 @ Fort Devens
- 3 A Little Sunday Tour
- 16 The Annual Auction Returns
- 17 German Car Day
- 22-24 Zone 1 48 Hrs @ Watkins Glen Driver Education

July

- 9 - 11 NER Driver Education @ Mont Tremblant
- 14 AutoX #2 @ Fort Devens
- 25-26 NER Driver Education @ Watkins Glen

August

- 5 Boston Duck Boat Tour
- 11 AutoX #3 @ Fort Devens
- 17-19 NER Driver Education @ Mosport

September

- 6 NER Driver Education @NHIS
- 8 PorscheFest Concours d'Elegance @ Larz Anderson Auto Museum
- 8 AutoX #4 @ Fort Devens

October

- 6 AutoX #5 @ Fort Devens
- 6-7 Zone 1 Autocross @ Hosted By Finger Lakes Region

November

December

- 1 Annual Dinner

NER Brings Back The Ever Popular Annual Auction Sat, June 16th @ 6:30 PM, Larz Anderson Auto Museum

You've been accumulating Porsche related stuff for years, and your better half has said "enough already". You need a great Saturday evening out to add to your June calendar. A Porsche event filled weekend has always sounded like a cool idea. Well, NER has come to your rescue with Return of the Annual Auction, held on Saturday evening, June 16 in conjunction with German Car Day, held the next day, Sunday morning, June 17. Both events will be held at the always elegant Larz Anderson Museum of Transportation.

We'll start the event with a pre auction social hour at 6:00 PM complete with light buffet and beverages served by Wildflour Catering. Calzones, antipasto, tortellini, salads and focaccia. These guys did a great job for our last evening at the MOT. During this time sellers can display their treasures, and prospective buyers can look out for bargains and plot their auction strategy.

We've arranged for NER's own premier auctioneer, Tom Tate, to assist sellers in extracting the most possible cash from prospective buyers. Of course Tom will simultaneously assist buyers in getting the best possible deal – an extraordinary balancing act that only Tom can pull off! We'll keep the auction going till the last item is bid, or till Tom runs out of one-liners.

So start reviewing your inventory of possible sale items stored in your garage or basement, maybe use the "Clean Sweep" approach for determining whether you should explore parting with that rare part or publication. Examples of popular auction items in the past include clothing, posters, framed art work, Porsche books, wheels, brake parts, tools, manuals, model cars, and occasionally tires. So bring those treasures packed away in your garage, basement or attic to NER's Annual Auction. We may even try and move some region Goodie Store stuff via the auction route.

Just remember no one is likely to part with big money at this event, so don't plan on selling or buying a Porsche via the auction route – we're not Barrett-Jackson! (On the other hand, maybe Tom would like to auction off that 1973 Carrera RS you don't know where to park anymore.) Buying or selling, we guarantee you will have a far better evening than staying home with your computer logged in to eBay.

Reservations are not required for the Auction, but if you have any questions, please contact Win Perry at (781) 933-5300 x 104 or (preferably) e-mail: wperry@winbro.com.

Directions:

Larz Anderson Auto Museum, Larz Anderson Park, 15 Newton Street, Brookline MA 02445
Coming from the West (Rte. 128/I-95): Take Rte. 128/ I-95 to Rte. 9 towards Boston. You will pass the Chestnut Hill Mall on your left. Six lights after the Mall, you come to a major intersection (approx. 5 miles from Rte 128/ Rte. 9 intersection). Take a right onto Lee Street. Follow Lee Street to its end. This is Newton Street. Turn left onto Newton Street. Stay to the right around the bend. The museum is in Larz Anderson Park, which is 1/4 mile on the left.

Coming from the North (Rte I-93): Take Route I-93 South to Storrow Drive. Take the Fenway exit. Follow Outbound /Riverway signs to Boylston Street (taking a right off the ramp). Boylston St. will merge onto Brookline Ave. Follow Brookline Ave. to the Riverway/Jamaica Way intersection. Turn left onto the Riverway (this will turn into the Jamaica Way). You will go through the intersection with Perkins Street (Max Warburg Sq.) and Jamaica Pond will appear on your right. Go 1/2 way around the rotary (Kelley Circle) and at the lights turn right onto Pond Street. Pond Street will turn into Newton Street. The museum is located in Larz Anderson Park on the right about a 1/2 mile from the rotary.



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German Car Day @ Larz Anderson Auto Museum Sunday, June 17th

Attention all Northeast Region Porsche Club Owners, come join us at the annual German Car day presented by the folks at the Larz Anderson Auto Museum. This year to be held on June 17th, arrivals start at 9am (with guaranteed good weather!). As in past years we hope to see nearly 100 Porsches (providing the largest German car contingent) plus many other popular marques such as Mercedes Benz, BMW, Audi, and VW, plus the rarer brands such as Opel, Capri, DKW, Messersmidt, and a host of others.

This is a fun relaxing day, no need to do any super cleaning as the judging is People's Choice and although a clean car is nice, the judging is by the spectators as to their likes. So you get to sit around (bring some lawn chairs) and wander the field taking in the glorious collection of fine German machinery and socialize with all the like-minded enthusiasts whether they are Porsche owners or not. By the way the museum does allow leased pets. Trophies are distributed by marque and go at least three deep in each division.

In addition you can tour the museum and check out the gift shop's many automobile oriented books, models, car badges etc. There is a nominal entry fee to show your Porsche and no reservations are necessary. This will serve as an excellent tune up for our September PorscheFest to be held at the same location, where more complete judging, of cleanliness, will be done.

For questions feel free to contact Steve Ross at slr944@aol.com ☐

Pylon Dodging - NER Autocross Series Round #2 Saturday, July 14th @ Fort Devens

Autocross #2 in the NER/PCA 2007 series will be held on Saturday July 14th and is sponsored by Autobahn Performance Inc in Peabody Mass., their website is autobahnperformance.com. Owner Rick Heatherton has been actively involved with the club for many years both in participating in our events as well as servicing the Porsches and Audis of our members at his facility. In addition, Autobahn sells a wide variety of performance parts for the aforementioned vehicles and is an authorized tech inspector for Drivers Education events.

We had 36 newcomers show up for the school in early May at New Hampshire International, and judging from the comments, many of them are eager to participate in the autocross series. A reminder this event, along with the rest of the NER series events, are held on *Saturday's* this year.

Plan to arrive in plenty of time to allow registration, tech inspection and course walk through before the driver's meeting, see the schedule on the autocross web page (at www.porschenet.com). Also make sure you bring adequate clothing for any weather be it hot, cold or wet. Lunch is offered for a nominal fee or you can bring your own picnic style eats, liquids are always provided throughout the day free of charge. You will be required to perform a work function during the day as part of the event.

Bring with you a Snell 2000 or newer helmet (SA classification not M) a limited number of loaner helmets are available. Your car must pass a brief technical inspection, which includes tires with visible tread, secure lug nuts a secure battery, and operable seat belts (factory seat belts are a minimum requirement). Also, sound sampling during the event will take place and any vehicle that is found to emit sound levels over the limit set by Fort Devens will not be permitted to run. You may also want to bring white shoe polish or masking tape to write your car numbers on your door or window, a tire pressure gauge, sunscreen, sunglasses, a hat, a lawn chair. It gets very hot on the tarmac in the summer!

Remember, to qualify for a year-end series trophy, you need to participate in at least four of the five events. Again this year 16 and 17 year old children of region members can participate in autocross events. To be eligible permission forms must be obtained and signed by the entrants parents. Forms can be found at the pca.org web site.

We look forward to seeing you at this first event and if you have any question concerning the event feel free to contact Steve Ross at SLR944@AOL.COM.

Directions to Fort Devens

The event will be at Moore Airfield on Route 2A which is separate from the main Army base.

From 128: Take Route 2 West. After you go under Route 495, travel another 3.6 miles. Take Route 111 North for 2 miles. At the rotary, take Route 2A West toward Ayer. Stay on 2A as it turns right in downtown Ayer. After the right turn take a left turn onto Bishop Road (0.4 miles from right turn). Continue straight onto McPherson Rd. Watch for sign pointing to autocross entrance.

From 495: Take Route 2A West for 7 miles into Ayer. Stay on 2A as it turns right in downtown Ayer. After the right turn take a left turn onto Bishop Road (0.4 miles from right turn). Continue straight onto McPherson Rd. Watch for sign pointing to autocross entrance. ☐

The Mighty Duck: NER's Second Annual August Cruise Sunday, August 5th @ 10:30 AM - A Duck Tour of Boston Plus Brunch

Last August we cruised the Essex River and estuary; this year, come plunge into the River Charles. We've all seen the brightly colored World War II amphibious vehicles tooling around Boston full of smiling tourists. Now you can be one of those smiling faces, even if you aren't exactly a tourist. Admit it, you haven't been on a tour of Boston in years. When was the last time you saw the Back Bay, Public Gardens, North End, or Charlestown? Have you ever plunged into the Charles and cruised around the basin? Now you can; just sign up for NER's family friendly, limited enrolment August Cruise.



We will meet on Sunday, August 5 at 10:30 AM at the Museum of Science. Their parking garage offers some of the only reasonably priced parking in Boston. The eighty-minute narrated tour leaves promptly

at 11:00 AM and includes a twenty-minute cruise on the Charles. Bring your camera, bring your kids, and have some fun while reacquainting yourself with Boston. Good weather is guaranteed (but the Duck has a canvas roof just in case).

The price for the Duck Tour is \$27.00 for an adult and \$18.00 for children under 12 years of age. After the tour is over, it's lunch-time. Those members who want to, can get a reduced price admission (\$11.00 per adult, \$8.00 per child) to the Museum of Science and have lunch at the Museum Café. Spectacular views of Boston, Cambridge and the Charles, plus food by Wolfgang Puck. And after lunch, take a few minutes to check out the museum. Whether your interests are computers or the butterfly garden, the Museum of Science is a Boston treasure you probably haven't been to recently either.

The Duck has limited seating capacity. For a reservation, email Win Perry at wperry@winbro.com or call 781-933-5300 x 104. We'll let you know if there is room. Then, please send your check to Win Perry, 96 Burlington Street, Lexington, MA 02420. ☐

Directions: Museum of Science, Science Park, Boston, MA 02114

- o From the North **Via I-93**: Take I-93 South to Exit 26 (Storrow Dr./North Station). Stay right, following signs for Leverett Circle/28N. Take a left at the light towards 28N/Cambridge. At the next light, turn right onto the O'Brien Highway. The Museum will be on your left. The parking garage is at the far end of the building.
- o From the South **Via Route 3 or I-93**: Take Rt 3 North until it turns into I-93 North, to Boston. Take I-93 North to Exit 26 (Storrow Drive). See "Continuation of I-93 Northbound Exit 26 (Storrow Drive)" below.
- o From the West **Via Storrow Drive (cars only)**: Take Mass Pike I-90 East to exit 18 (Allston/Cambridge). After the toll booth (\$1.00 for cars) take ramp to the right. At the second light, turn right onto Storrow Drive East. Approaching Leverett Circle, look for signs to Rt 28N and Museum. Take left at Leverett traffic light onto Rt 28N O'Brien Highway. The Museum is on the left

Touring Laps at LCMT and Mosport DE Events

Last year's touring laps at LCMT were so successful that we're doing it again – both at LCMT and Mosport. So look for details in the materials that become available closer to the events.

Here's how Touring Laps work. During the lunch break, cars and trucks will be permitted to tour the track at reduced speed without the need for helmets or a driver registered for the DE event. Here's your chance for your spouse/significant other to experience the track and get a sense of what it is you are doing out there. It's also a great time for your kids to ride with you in your track car or your street car/truck.

And best of all, it's for the benefit of charity. Donations will be collected to benefit Angel Flight NE – an organization of private pilots who provide transportation to medical facilities for those in outlying areas of the Northeast US. Last year we raised almost \$800 for this organization and hopefully this year we can do even better.

So be sure to bring your family to LCMT and Mosport and give them a taste of the track! ☐

Pylon Dodging - NER Autocross Series Round #3 Saturday, August 11th @ Fort Devens

The third autocross of the 2007 series will be held on Saturday August 11th at Devens and sponsored by our friends at Fireflys, owned by NER member Steve Uliss, who has previously offered a barbeque dinners to the DE folks at our Watkins Glen events. Fireflys offers award winning barbeque delights at two locations in Framingham and Marlboro. All entrants will receive discount coupons good at both locations.

Plan to arrive in plenty of time to allow registration, tech inspection and course walk through before the driver's meeting, see the schedule on the autocross web page (at www.porschenet.com). Also make sure you bring adequate clothing for any weather be it hot, cold or wet. Lunch is offered for a nominal fee or you can bring your own picnic style eats, liquids are always provided throughout the day free of charge. You will be required to perform a work function during the day as part of the event.

Bring with you a Snell 2000 or newer helmet (SA classification not M) a limited number of loaner helmets are available. Your car must pass a brief technical inspection, which includes tires with visible tread, secure lug nuts a secure battery, and operable seat belts (factory seat belts are a minimum requirement). Also, sound sampling during the event will take place and any vehicle that is found to emit sound levels over the limit set by Fort Devens will not be permitted to run. You may also want to bring white shoe polish or masking tape to write your car numbers on your door or window, a tire pressure gauge, sunscreen, sunglasses, a hat, a lawn chair. It gets very hot on the tarmac in the summer!

Remember, to qualify for a year-end series trophy, you need to participate in at least four of the five events. Again this year 16 and 17 year old children of region members can participate in autocross events. To be eligible permission forms must be obtained and signed by the entrants parents. Forms can be found at the pca.org web site.

We look forward to seeing you at this first event and if you have any question concerning the event feel free to contact Steve Ross at SLR944@AOL.COM. ☐



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*For more information,
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2007 NER DRIVERS EDUCATION EVENT



3 DAY SUMMERFEST AND DE ENDURO MT. TREMBLANT

July 9, 10 & 11, 2007

Registration Opens March 1, 2007

Smack dab in the middle of the International Blues Festival! The Northeast Region returns to Canada for our 3-day Summerfest and DE Enduro at Le Circuit Mont-Tremblant. For those who have never been there, LCMT is a world-class, 2.65 mile track set in the heart of the lovely Laurentians. With 15 turns and some major elevation changes, it is fun for beginners and advanced drivers alike. Many of us think Namerow, its signature corner, is a good as it gets.

This is a world-class resort area with swimming (including trackside), boating, golf, tennis, biking and jogging trails, hiking, antiquing and shopping galore. Our event will be right in the middle of the International Blues Festival that runs July 6-15. Come early and make a long weekend of it. Excellent negotiated hotel rates are extended for five days after our DE event.

Le Circuit Mont-Tremblant has a storied history, hosting race winners like Mario Andretti, Dan Gurney, Jackie Stewart, Jackie Ickx and more recently, Didier Theys. In fact, Theys set the course record during a 2002 race in a Dallara Judd. Several years ago the track was renovated, widened and repaved, and a much safer track was created. This is your opportunity to drive one of the premier tracks in North America.

Crossing the US/CA border is easy. You must have a government issued photo ID like a driver's license or passport, and proof of insurance.

As with all of our away events, NER will hold one of its signature DE Enduros. An hour long with a mandatory pit break, this is open to our Advanced (Black) and Instructor (Red) run groups, and may be driven solo or with a co-driver. Both participants and spectators alike enjoy this part of the event.

Go to our web site, **www.porschenet.com** and refer to Driver Education and Registration Info. You will be guided to register online with ClubRegistration.net. Pricing as follows:

Students	\$480
Signed off Drivers	\$435
Instructors	\$210

Instructors will have special incentives provided they register early.

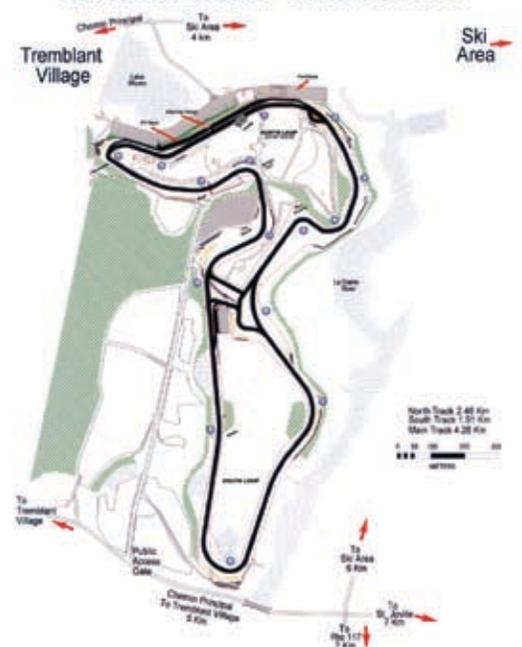
Directions to the track will be included in your event packet. As all communications will be via email, please ensure that your email address is legible on your registration.

Registration questions? Contact Mark Keefe, Registrar at TCReg@PorscheNet.com or **508-529-6127** before 8 PM.

Event questions? Contact Laurie Jitts, Track Chair at laurence.jitts@verizon.net or **617-642-6324** before 8 PM.



CIRCUIT MONT-TREMBLANT





2007 NER DRIVERS EDUCATION EVENT

**CALABOGIE
MOTORSPORTS**

3 DAY DE @ CALABOGIE

IN CONJUNCTION WITH
UPPER CANADA REGION & NORTH COUNTRY REGION



Friday, July 13 - Instructors and Advanced day
Saturday/Sunday, July 14 & 15 - General DE weekend

NER is pleased to announce that we finally have a DE event scheduled on the brand new **Calabogie Motorsports Park (CMP)** which will be held in conjunction with UCR & NCR. Those of you who are NER Instructors or who run in the Black Run Group (Blue Run Group in Canada) will have an introductory day on Friday, the 13th. Saturday and Sunday will be normal DE format days for everyone to enjoy.

CMP is a brand new 5.05 km (3.03 mile) road track with 23 turns, 65" of elevation change and a 2,000' main straight. It is located just west of Ottawa and is a short 490 mile drive from the Boston area. Those who have already had the chance to drive it report that it is one awesome circuit. Designed by Alan Wilson (designer of Barber, Carolina and the recent reconstruction of Mt. Tremblant) this is of little surprise. To have a preview of the track, go to www.calabogiemotorsports.com.

Many of us "track junkies" have already made the plan to turn the week of July 9th - 15th into a full on track week by attending NER's 3 day Mt. Tremblant DE event and then heading straight to Calabogie for another 2 or 3 days. Remember that NER's LCMT event is right in the middle of the Blues Festival so even if you are not on the track at Calabogie on the Friday you can do a lot worse than to spend a day enjoying the amenities at Mont Tremblant before traveling over to Calabogie (which is reported to be only a few hours away).

Registration for this event will be handled by our good friends at Upper Canada Region and NOT through the NER website. You will find details of what to do and how to register at www.pcaucr.org. **Registration is already open for instructors and advanced drivers.** All others note that **Registration opens on May 19th and closes June 29th.** This is likely to be a very popular event so don't wait to register!

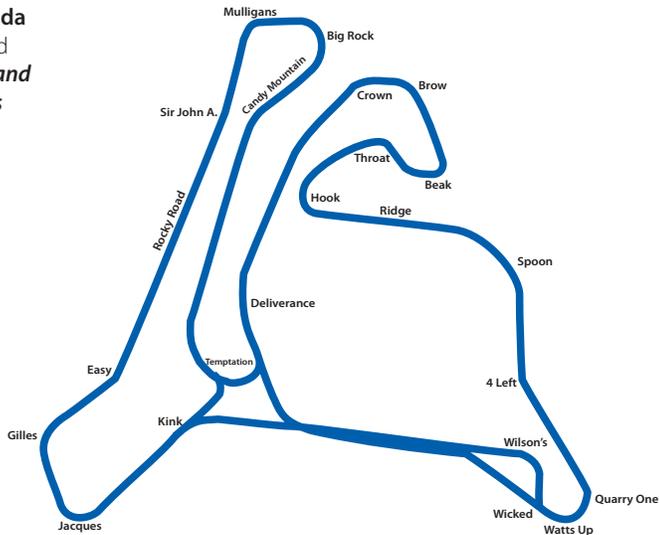
Pricing at time of press has been set at:

Friday	Instructors & Advanced	\$95 CAD
Saturday & Sunday	Instructors	\$190 CAD
Saturday & Sunday	All Others	\$380 CAD

Directions to the track will be included in your event packet. As all communications will be via email, please ensure that your email address is legible on your registration.

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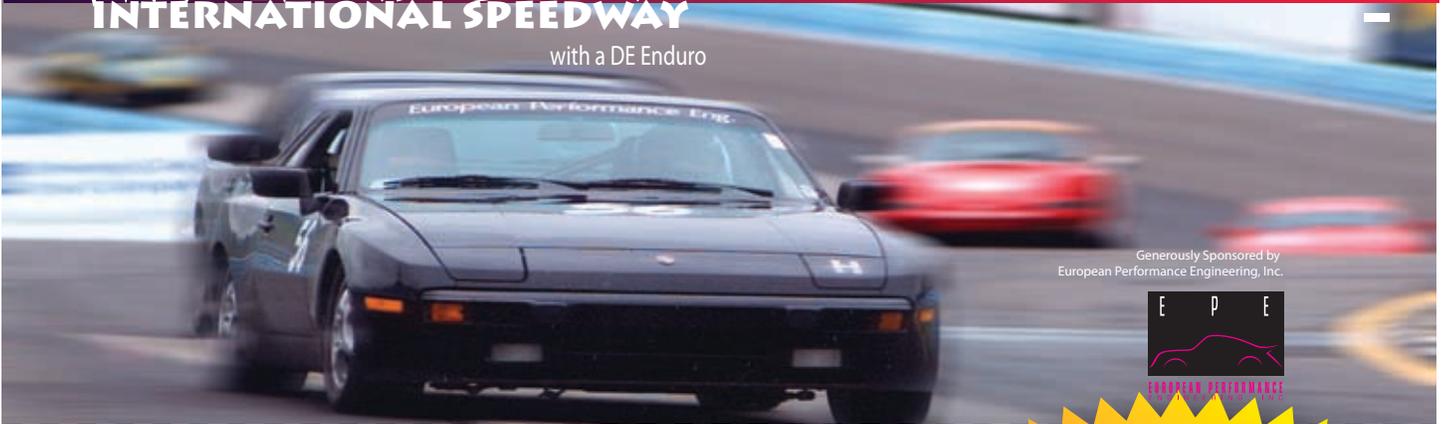




2007 NER DRIVERS EDUCATION EVENT

WATKINS GLEN INTERNATIONAL SPEEDWAY

with a DE Enduro



Generously Sponsored by
European Performance Engineering, Inc.



July 25 & 26, 2007

Registration Opened March 1, 2007

Many drivers name The Glen as one of their favorite tracks. With that in mind, the Northeast Region invites you to join us for our annual, two-day event at "The Glen" - also known as "New York's Thunder Road" - a great track with a lot of history in the heart of the Finger Lakes Region of Upstate New York. This is a beautiful area and offers much to see and do, from boating and lake activities... to wine tasting... to exploring the dramatic state parks and beautiful waterfalls. Nearby are a great vintage aircraft museum next to the Elmira Airport and the Corning Museum of Glass and the Rockwell Museum of Western Art in Corning.

On Thursday, we will hold a one-hour, DE Enduro for our Red and Black run groups. While similar to a Club Racing Enduro, it is run under strict DE passing and driving rules.

Watkins Glen International is steeped in history from its beginnings in 1948 with European style open wheel racing through the village, including concrete and dirt roads. In 1961 the first Watkins Glen US Grand Prix became a fall tradition through 1980. Innes Ireland won the inaugural running, with great drivers such as Clark, Hill, Stewart, Lauda, Fittipaldi and Hunt among the winners of later Grand Prix. This early history has evolved to a Rolex/Grand Am event in early June, then a NASCAR/BUSCH weekend in August followed by the US Vintage GP and an IRL race in September. YOU CAN DRIVE THE SAME TRACK AS ALL THESE PROFESSIONALS WITH NER.

Our events are open to current PCA or BMW club members.

Go to our web site, www.porschenet.com and refer to Driver Education and Registration Info. You will be guided to register online with ClubRegistration.net. Pricing as follows:

Students	\$320
Signed off Drivers	\$290
Instructors	\$140

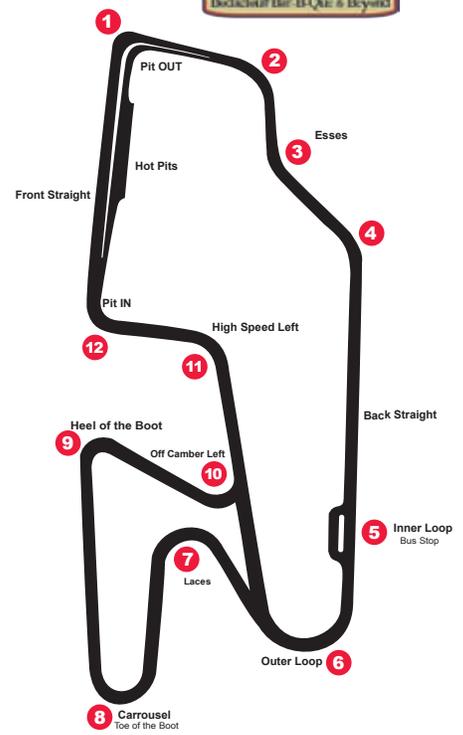
Instructors will have special incentives provided they register early.

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Registration questions? Contact Mark Keefe, Registrar at TCReg@PorscheNet.com or 508-529-6127 before 8 PM.

Event questions? Contact Laurie Jitts, Track Chair at laurence.jitts@verizon.net or 617-642-6324 before 8 PM.

Our Co-Sponsors; members Jerry Pellegrino from European Performance Engineering in Natick and Steve Uliss from Firefly's Barbecue Restaurants in Framingham and Marlboro will be providing a fantastic barbecue dinner -imported from MA- free for all registered drivers on Wednesday night, July 25. For significant others, friends and family the charge will be a below cost \$15. IT IS ESSENTIAL that you let us know at bmh993@PorscheNet.com the number of non-driver diners so there will be sufficient food for all.





2007 NER DRIVERS EDUCATION EVENT

MOSPORT

INTERNATIONAL RACEWAY

with a DE Enduro



August 17, 18 & 19, 2007

Registration Opened March 1, 2007

In the heat of the summer NER makes a welcome return to Mosport International Raceway. Located 1 hour east of Toronto, Canada, Mosport is a fabulous track and if you haven't been there, you really should put it on your list. The sensations of powering down the long sweeping turn 2 or stretching the legs of your machine up the evocatively named Mario Andretti straight have to be experienced to be appreciated.

Ever dreamed of driving on a track once driven by legends like Stirling Moss, Gilles Villeneuve, Bruce McLaren and even stock car king Richard Petty? No fewer than 16 Formula One World Driving Champions - men like Juan Manuel Fangio, Jim Clark, Jackie Stewart, Mario Andretti and Nick Lauda have driven here. 10 Indy 500 winners including Rodger Ward, A.J. Foyt, Al Unser, Bobby Unser, Rick Mears and Gordon Johncock have all raced at Mosport. Go to www.mosport.com/ for more details.

For those of you who have not crossed the border, it is a non-issue. Many of us make the trip several times each season and can attest to the ease of crossing the US/CA border. You must have a government issued photo ID like a drivers license or passport and proof of insurance.

As with all our away events, NER will hold one of our signature DE Enduros. The event will be a least an hour long with a mandatory pit break, is open to our Advanced (black) and Instructor (red) run group drivers and may be driven solo or with a co-driver.

Our events are open to current PCA or BMW club members. Go to our web site, www.porschenet.com and refer to Driver Education and Registration Info. You will be guided to register online with ClubRegistration.net. Pricing as follows:

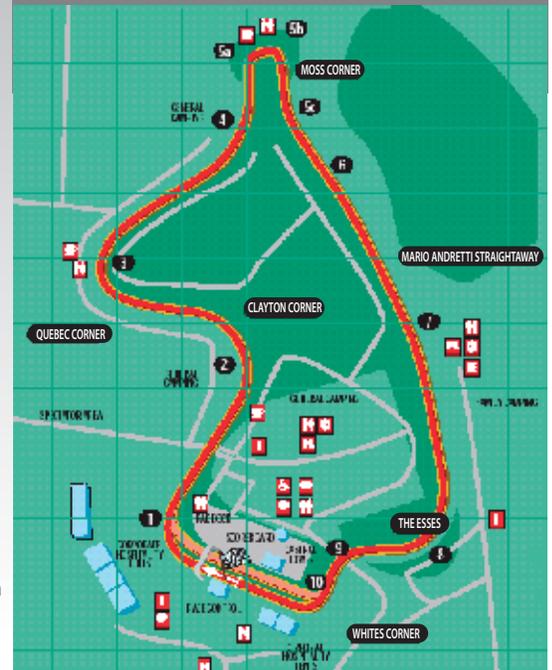
Students	\$480
Signed off Drivers	\$435
Instructors	\$210

Directions to the track will be included in your event packet. As all communications will be via email, please ensure that your email address is legible on your registration.

Registration questions? Contact Mark Keefe, Registrar at TCReg@PorscheNet.com or **508-529-6127** before 8 PM.

Event questions? Contact Laurie Jitts, Track Chair at laurence.jitts@verizon.net or **617-642-6324** before 8 PM.

3 DAYS AT CANADA'S MOST FAMOUS TRACK



A Week In The Life Of A Data Hound

Copy By Goodloe Suttler

For those of you who have driven in an NER DE event, you may have seen lap timers and electronic displays mounted in a few of the dedicated track cars. Several PCA regions and most BMW clubs forbid all forms of timing at their DE events. Fortunately for Boston area drivers, NER permits individuals to use timing during DE sessions for educational purposes. Most advanced drivers in NER DE events have an electronically automated way of determining their lap times. A few of us have ventured further down the performance measurement path by installing data acquisition instrumentation in our track cars. This *NOR'EASTER* article is a story about how I recently used data acquisition and data analysis to make substantial and measurable progress in my track driving skills in less than a week.

Some background is needed to understand this story. In 2006 I replaced my 2001 911 C4 with a 2004 GT3 Cup car. As Dave Weber noted to me early in the 2006 DE season, "That's a lot of car for you!" Indeed, it was, which was why I got it! Compared to my C4, the car is quite unforgiving to drive. It's taken me thirty track days to figure out how to upshift and downshift quickly, smoothly and reliably. On cold racing slicks, the warm-up lap might as well be on an iced pond. And, it's so noisy that there's no hearing the tires before they go on you... your steering wheel suddenly not appearing to work and your butt are your detectors for losing traction. Despite more than forty days in the Black run group prior to purchasing the car, the first time I drove it I felt like the car punted me back into Green to start all over again. It was that different.

Upon delivery of my new track ride, I installed a newly introduced GPS-based instrumentation system from the UK, only to find it had firmware issues made worse by scant USA support. I sent the first system back to its seller and had EPE in Natick install a more comprehensive and proven beacon-based system, one that came with solid technical support and optional educational services. The second system was quite complex, so it took a while to sort out sensor problems and setting issues. Be prepared for minor hardware hassles and learning new software if you choose the data hound path.

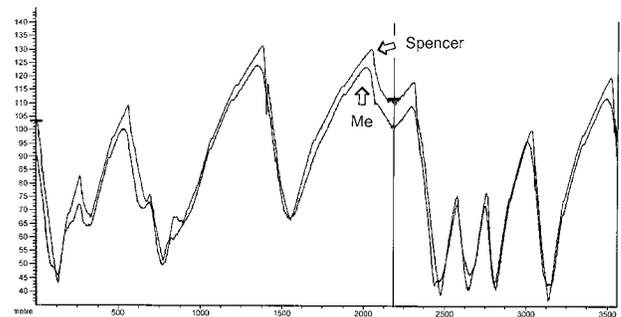
On with the story... in May 2007, several of us from the Boston area booked the Carolina Motorsports Park (CMP) for two days. We also arranged to have 2006 Daytona Rolex champion Spencer Pumpelly work with each of us as both instructor and car set-up advisor. I benefited in three very distinct ways from having a pro like Spencer available: (1) I drove three laps with Spencer as my passenger, and he critiqued what I was doing; (2) he drove my car for three laps with me as passenger, so I could get a first hand feel for how he drove; and (3) he drove my car for three laps without me in it, so I could use the car's on-board instrumentation to establish baseline performance parameters for the car with a pro at the wheel. All three taken together were brief, intense and hugely instructive. One of my big lessons from CMP: you don't need a lot of laps to learn a lot,

just a few clean laps driven with specific intentions.

I had two non-track days between the CMP sessions and a 3-day Trackmasters event at Watkins Glen. The first day was consumed with an 800-mile drive from South Carolina to upstate New York. The second day was a 'rest and reflection' day before getting on the track again, so I had some undisturbed time to compare Spencer's data with mine. It wasn't until I examined a few key graphs that his comments to me and my observations of his driving really sunk in.

The first plot from the data acquisition system that I examined was the speed-distance graph. The chart included herein compares his best lap to mine. It shows three items of interest: (a) his graph shows sharp peaks, while mine are more rounded; (b) he braked later than I did and was going 5-10 mph faster when he braked; and (c) he was much faster in the high speed turn than I was. His fastest lap was a full five seconds faster than my best. This single graph hinted at what he was doing so differently.

Speed Distance Graphs Compared



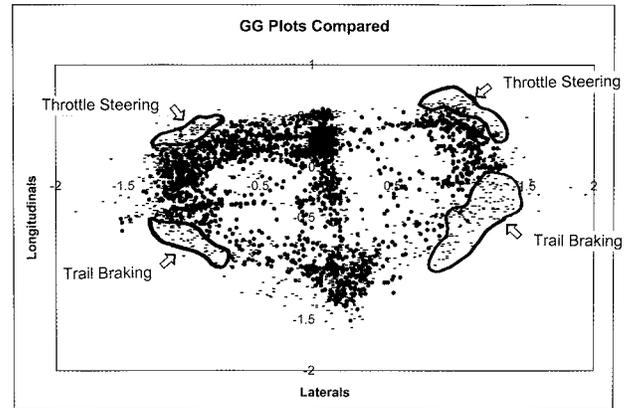
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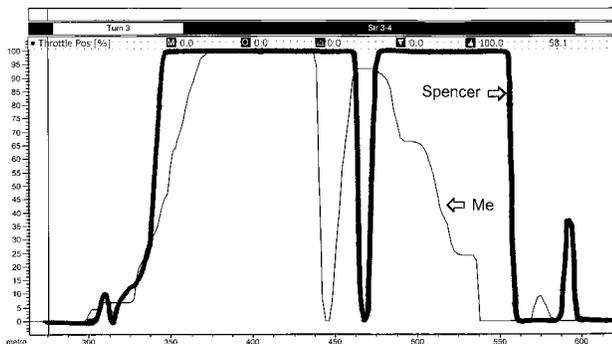
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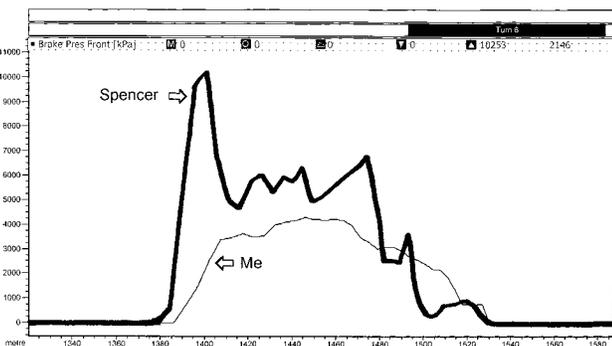
I then examined graphs of his throttle position and his brake pressures compared to mine at the same point on the track. These graphs confirmed my suspicions: Spencer was *far* more assertive on the pedals than I was, both going into and coming out of every turn. Spencer was 100% on the gas, then 100% on the brake to invoke ABS, then he let up on the brake pedal to 50% pressure, and then he was back on the gas as hard as the turn allowed. The only time Spencer was at less than 100% throttle was when he was throttle steering, something he does reactively and without much thought. Our overlaid “GG” plots confirmed that he used trail-braking much more than I did. I realized that my early “smooth inputs always” DE training in a street car was now costing me time in a racecar. So, the big lesson for me was to make my right foot more assertive on pedal changes. I also decided to try more trail-braking experiments into lower speed corners.



Throttle Positions Compared



Brake Pressures Compared



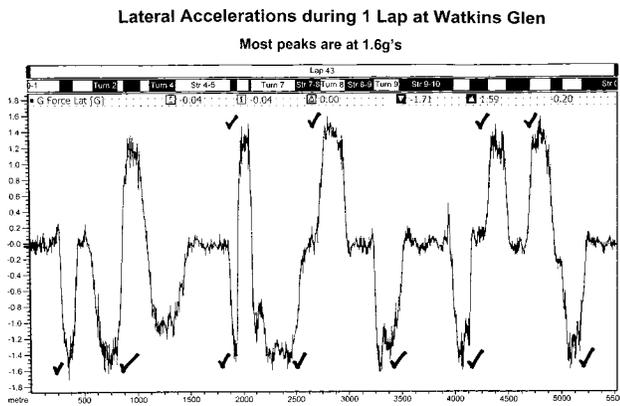
The next day at Watkins Glen I took the lessons from CMP and started to apply them. Before each run session I wrote down the specific corners where I wanted to work on pedal changes, and would pit after a few laps of working these corners. To see my progress, once a day I would download the data from my car to my laptop to look at the brake and throttle graphs. Though my lap time was displayed on my dash each time I crossed the start-finish line, those times were of secondary interest ... my development activity for the day was focused on training my right foot to be more assertive. With all the car's performance data available on your laptop for a quick 'look-see,' progress can be defined any way you want it. In my case, I measured progress by the number of times per lap I matched Spencer's brake pressure profile, and the percentage of time during a lap I was on the throttle 100%.

Fewer laps, focused development, measure progress. Repeat a dozen times over three days. It worked like a charm.

My pedal performance steadily improved over the 3-day Glen event, as did my lap times. Because I place a premium on consistency, a key measure of progress for the three-day session was the year-to-year change in median lap time for my fastest 21 laps. The median improved by 3.7 seconds, from 2:10.7 to 2:07.0, while my best lap improved by 4.8 seconds, from 2:08.2 to 2:03.4. These results amply validated the effectiveness of combining focused development with specific variable measurement.

During the last session on the last day, I set my best lap times. As important to me as improved lap times is the plot of lateral accelerations vs. distance for one of the last laps: it shows a consistent peak of 1.5 g's to 1.6 g's in all targeted turns. I found this plot very encouraging because it indicated that after three days at the Glen, I became much more consistent in sensing how the car was doing across a wide variety of turns. I confess,

continued on page 24



I stared at this plot for a while... I found it deeply gratifying. However, being a full-blooded data hound, I couldn't stop there... was there any data to suggest that I could safely go faster in each turn??? Since the car had never gotten wiggly on me, there had to be room for improvement in every corner ... just how much room was the question. A bit more sifting of the data was needed.

To decide upon improvement targets for each turn, I examined graphs that combined minimum speeds with lateral accelerations from each of the fastest 21 laps. When I compared the medians of my minimum speeds through each turn for 2006 and for 2007, the data clearly showed which corners I had improved upon and which ones resisted progress. I also noticed that my best times through any corner invariably involved some trail-braking. To measure improvements during my next Glen event, I created a simple table of minimum speeds through each turn, listing both my 21-lap median and my best. When the tortured data finally answered all my questions, I carefully chose my new targets for both corner speeds: some targets are one mph faster, some two mph, and the Bus Stop three mph faster for best and median speeds. These targets are safe speed increases since the car can handle an additional five mph through most corners. How do I know what the car can handle?

There is a key data set available to DE drivers that can be found under PCA Club Racing results on the PCA web site. For comparative purposes, every DE car can map into at least one of the Club Racing classes. Due to a few more horsepower in my engine, the class of GTC3 is not 100% perfect for my car. It's the best reference class for my performance at the Glen since 65% of the track involves cornering; there's also a wide variety of drivers competing in this class. For GTC3 cars running at the Glen, professional drivers' best lap times converge on 1:57.0 while non-pro podium drivers normally have best laps under

2:00.0. These two data points provide valuable benchmarks for assessing how fully I'm driving the car and what the car is capable of. The pros' best laps translate into an average speed that is five mph faster than my best lap, so I have high confidence that my chosen one to three mph planned improvements are likely to be safe targets.

How fully I'm driving the car is a more complex assessment. Professional drivers get 100-200 track days a year, are younger, possess world-class talent, and have sharpened their skills in hundreds of races. It would therefore be foolish for a late-to-the-sport, occasional amateur like me to attempt to match professional lap times. All things considered, I would be ecstatic if I could eventually halve my 6.4-second gap to the professional best-lap benchmark. To do so, data acquisition will prove even more useful to me than it has been, since future improvement targets and performance measurements will now come in 0.1-second decrements for a specific turn.

Few DE drivers have the time or interest in becoming a data hound. There are other proven ways to rapidly improve your high performance driving skills. For example, attending a 3-day open-wheel racing school normally results in rapid progress that sticks with you, while having a complete blast! And, there's no substitute for having a variety of instructors ride with you, if only for their diversity of perspectives. But uniquely, on-board data acquisition can allow a driver to continuously direct their skill development and measure their progress lap-by-lap, year-to-year, or any way you want to. You just have to want to.

DE events are what you make them: social, exhilarating, relaxing, fulfilling. Having fun with my track buds and making measurable progress on my track skills always produces the same thought on the drive home from an event... what a hoot! □

Goodloe Suttler was NER's Most Improved Driver for 2003



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Driver's Education Instructors - Who Are These Guys?

Copy By Paul Avery

One of the unofficial PCA slogans that you hear so often is, "It's not the cars, it's the people." As a fourteen-year PCA member, I agree. I've made many life-long friends through Driver Education (DE) events. In addition to the thrill of driving a Porsche on the racetrack, it is these relationships that keep me coming back for more.

What makes Porsche enthusiasts so interesting is that there really is no typical profile. Unlike professional organizations where the membership seems to be cut from the same cloth, Porsche people come from all walks of life. What they have in common is a passion for their cars. And our Driver Education instructors are no exception.

When you go to a Driver Education event, you will be assigned an instructor. You will spend all of your track time with your instructor, who you've probably never met before, in the intimate environment of your Porsche. His/her objective is to make your day at the track a safe and fun experience by providing one-on-one instruction on the fundamentals of high-performance driving.

NER instructors are advanced drivers who have completed the Instructor Development program and exemplify the objective of the Driver Education: to teach high-performance driving in a safe and fun environment. Our Instructor Development program is one of the most comprehensive programs provided by any PCA region. It focuses not only on knowledge of driving skills, but techniques for conveying that knowledge to the student. Our instructors strive to be your personal high-performance driving coach.

Here are profiles of a few of our instructors:

Laurie Jitts: Laurie is NER's Driver Education Track Chair for 2007. He's easy to pick out of the crowd; he's the Australian. Laurie has a background in architecture, construction and manufacturing. He came to Boston to get his MBA and never went back. Laurie thinks going to the track is his job but fills time between events with a consulting gig. If you ask nicely, he might be willing to share some of his Vegemite recipes.

Peter Donohoe: Peter is NER's Chief of Track Operations for 2007. He's easy to pick out of the crowd too; he is the Irishman. Originally from Dublin, Peter is a personal trainer at his business: Focus Fitness in Boston. His claim to fame, however, is that he was the pilot for the Irish National Bobsled Team and competed in the Winter Olympics at Nagano in 1998 and Salt Lake City in 2002. I'm sure Peter would welcome an opportunity to compare and contrast driving a bobsled with driving a Porsche through "the bowl" at NHIS.

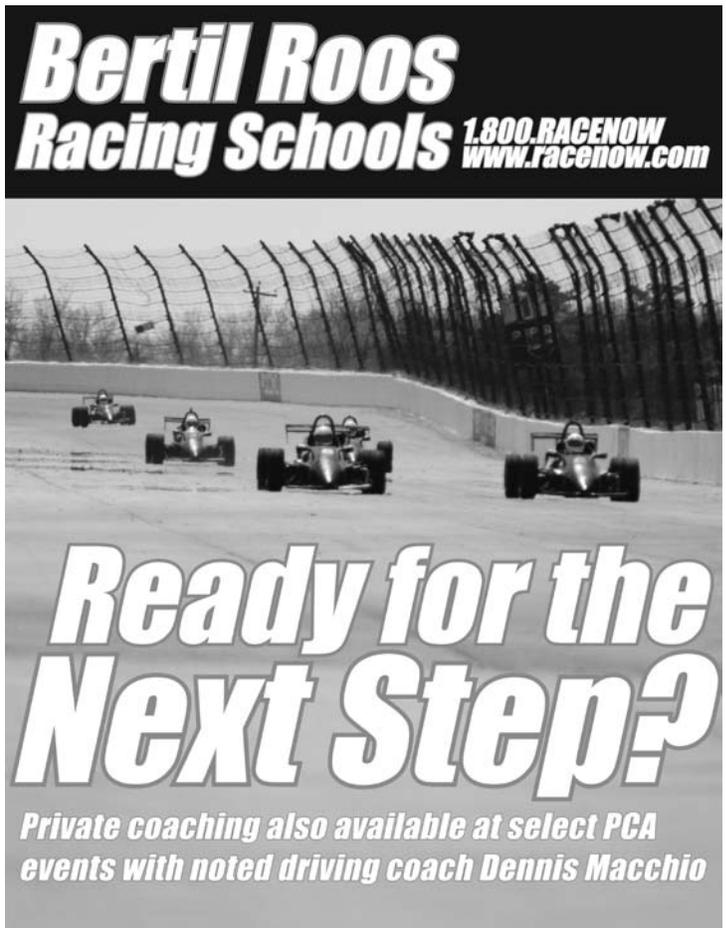
Steve Artick: Steve is currently Chief Instructor for NER's Driver Education program. He has been a fixture at track events since 1996 along with his wife Diane and daughter Jennifer, both of whom drive. Steve is a former VP of Business Development for a computer security software company and is now retired from full-time employment. Between track events he keeps himself busy with part-time work at European Perfor-

mance Engineering and booking entertainment for Firefly's restaurants.

Paul Avery: Paul is a civil engineer — just don't tell him that. He drove his first 911 before he had his license at age 15. Prior adrenaline sports include alpine ski racing, slalom water skiing and windsurfing. He was introduced to Driver Education when his brother Linc dragged him to Lime Rock in 1993 as a second driver in his 930. Thanks to that event, Paul can now focus on his work on windy days.

Andrzej Brzezinski: With all the extra z's and j's, it comes as no surprise that "Andre" hails from Poznan, Poland. He currently lives in Lynnfield with wife and three children. His company is Lasercomp in Saugus, which manufactures thermal properties testing equipment. Andrzej is probably a good bet if you're looking to borrow a pyrometer. His daily driver is a GT3 but his track car is a spec Miata that he continues to race.

George Bixby: George is a mechanical engineer by training. His current position is in sales for a company that makes industrial pressure and vacuum furnaces. Business must be pretty good because, in addition to his 944 Turbo, George also owns two BMW M3s. George also instructs with BMWCCA's White Mountain chapter.



Bertil Roos
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Jerry Pellegrino: If you happen to get Jerry as your instructor, you've won the lottery. Jerry was named NER Instructor of the Year for 2006. However, Jerry is best known as the owner of European Performance Engineering (EPE) of Natick. Jerry and his crew provide expert service to many of the NER track faithful and regularly sponsor events.

Rick Gilbert: Rick is a retired manufacturing engineer and spends his time between homes in Rockport and Punta Gorda, Florida, driving go-karts, golfing, fishing and shooting sporting clays. He started his track career with a couple of RS Americas before moving on to a Spec Racer Ford. Unfortunately, Rick sold the SRF after doing eight months of chemotherapy for islet cell carcinoma. Rick lives a full life and tries not to spend time worrying about things over which he has no control. His current Porsche is a 1994 911 Turbo, his model of choice.

Bruce Hauben: After several years as Track Chair, Bruce has stepped down from this position and is currently serving as NER President. Now retired from his printing business, Bruce and his wife, Joyce Brinton, are regulars at NER track events. After a few RS Americas, Bruce and Joyce have joined the ranks of GT3 drivers. Among Bruce's many talents, he is fabulous entertainer and host. He may have missed his calling in life as a chef.

Dave Weber: In addition to being the *NOR'EASTER* editor for as long as I can remember, Dave is also VP for Gorton's Seafood in Gloucester. He has a quiver of Porsches in his garage and can probably tell you exactly what the minced fish is that Gorton's puts in their fish sticks (ed: genuine Alaska Pollock).

Susana Weber: Susana is a graphic designer. You can see her work in the *NOR'EASTER*, which you are currently reading. If you decide to get serious about DE or Autocross, I'm sure she would be more than happy to help you out with custom graphics for your helmet. Checkout the HelmetHeads ad at Porschenet.com.

Matthew Wallis: Matthew works for DAFCA as a senior software engineer. If you've never heard of DAFCA, you probably won't understand what they do. Matthew is the former NER Chief Instructor and has selflessly dedicated countless hours to the Driver Education program and to NER in general. His most recent efforts can be seen in NER's new and improved website, which he took the lead in developing. Matthew is extremely knowledgeable in all things Porsche and usually has the tools and expertise to guide you through almost any do-it-yourself repair or adjustment. He is also an avid go-kart racer and is a regular at F1 Outdoors in East Bridgewater.

Don Moberg: Don's business is Pembroke Concrete which manufactures various pre-cast concrete products such as manholes, septic tanks and perhaps shoes on occasion. Don's track career began in the late '90's and he's always an entertaining neighbor in the paddock. His various track cars have included a Boxster, 993 Turbo, GT3 Cup and an RS America. Rumor has it he will be driving a new GT3 this year.

Mike Noonan: Mike's business is Mike's Autobody in Malden. In the event that your Porsche needs any sort of bodywork, Mike is your guy. Mike and his wife Barbara, who also instructs, are regulars at NER events and are easily spotted in their bright green 914-based racecar. Mike is the kind of guy who tells it like it is and will give you the shirt off his back.

Mike Woodward: Mike works for Investment Technology Group where he directs a team that builds software products for investment managers. He's been driving in track events since 1994. His track car is a 944 Turbo. His street car is a 997S Cabriolet. Mike will confess that, like many starting out at the track, he wasted a great deal of money modifying his car rather than simply enjoying the driving. Mike's related experiences include racing Hobie Cat 18s, and autocross.

These folks are just a sample of our diverse instructor corps. Whomever you may have as your instructor, his/her objective will be to provide you with a positive learning experience that, hopefully, will bring you back for more. □



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NER Spring Autocross & DE Driver's School

Copy By Steve Ross

After a slow start the typical "late entryitis" of the Porsche club membership finally kicked in and we had 36 anxious novices ready to learn the basics of car control at the NHIS parking lot where a wet skid pad, slalom course and brake exercise awaited the cars.

Chairman Ron Mann orchestrated the prestaging of the equipment with able assistance from the "water wizard" Matt Wallis who deciphered the spray system, along with assistance from various other early arrivals to get the course ready for operation. As always registrar Don Wolcott buzzed the entrants thru their arrival paperwork and George Rouhart and crew made quick work of the tech duties.

After a welcoming speech by yours truly, we quickly adjourned to the track cafeteria to listen to Nann's "chalk talk" now modernized with power point, not only showing the physics of driving but also reminding all of the practical aspects of events with reminders of what to do when you arrive and the various equipment, clothing, food and drink needed for a day long session.



Ready to run the next exercise



On the wet skid pad



A huge crowd of novices gets their instructions for the day from Ron Mann



Lots of smiling faces and positive hand signals were seen all day

Back to the now completed courses and with additional instructors the three subgroups rotated thru the three exercises with only a couple of "motion sickness" casualties one of whom rejoined the fray.

In addition to the subsidized lunch at the cafeteria those who wished could view some real racing as an SCCA National race was occupying the NHIS track. Then back to the parking lot for a final test of what was learned in the am, with a mini autocross weaving together the braking, slaloming and tight turns (albeit without the moisture thrown in).

By late afternoon all in attendance finished their training (they will be sent certificates of achievement shortly), Ron promoted the upcoming autocrosses and one new autocross wannabee, Laurie Jitts (our track chair) let on that he did enjoy trying the autocross course and will make an appearance at some of this year's events.

Thanks to all the instructors and workers for their great effort and from the comments heard that day, many of the students will be seen at this years' driving events whether at Devens or at the racetrack. □

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Heliops Tour - Flying High & Fast

Copy By Win Perry, Photos By Peter Silowan & Win Perry

A small but enthusiastic band of NER adventurers gathered at Plymouth Municipal Airport on Saturday morning, May 12 for a tour of Heliops and the opportunity to ride in or even fly a helicopter. The air was crisp, but reasonably sunny, and there was just enough wind to add some excitement. Our hosts, NER members and Heliops owners Wes and Barbara Verkaart, had laid out a breakfast of fruit, homemade pastries, juices and coffee, which put to shame our usual offering from Dunkin' Donuts. Heliops' hanger offered some surprises. In addition to the helicopters, there were some interesting terra firma restricted vehicles parked nearby.

Inside the hanger was Heliops' lovely Eurocopter EC120B jet helicopter. — very sleek and modern with its ducted tail rotor, and able to provide a very smooth ride for the pilot and four passengers. A little way off was a Schweizer 300CB. This is the sports car to the Eurocopter's limousine. The Schweizer is powered by a horizontally opposed, normally aspirated, air-cooled, four-cylinder engine. Just like a 356 only, at 360 cubic inch displacement (5.9 liters), a wee bit bigger. Another interesting feature is that the air intake manifold tubes run through the oil sump to preheat the air — rather the opposite of automotive design. The third helicopter in the hanger was our flying school vehicle, a classic Bell 47. This example was built in 1965 and was totally free from frills and luxuries — like doors, for example. An exposed tube frame, basic two-place cockpit, simple analog instruments, a two-bladed main rotor, and a turbocharged flat six engine putting out 280 totally reliable horsepower. These helicopters became famous in Vietnam, where they were used for medevac, with two stretchers being bolted onto the landing skids. Wes gave us free reign to poke around, and had arranged for a mechanic to answer our technical questions. The empha-



Wes Verkaart (center), with Paul (mechanic) & Ross Rosetti (pilot - right) sis on light weight is astonishing. Even the 'big' Eurocopter only weighs around 2,400 pounds (less fuel). I'm sure five or six of us could have picked up the Schweizer. (No, we didn't try!)

Across the hanger was Wes' bright yellow 993 Carrera S, a Ferrari 355 belonging to a client, and a real rarity, a fully restored 1967 Land Rover Portable (owned by Paul McGovern) designed to be airlifted by either helicopter or transport plane by the British Army. Like the Bell 47, this was a triumph of functionality. Everything on it was necessary for function, and all of the critical components were designed for field repair or change. Parked outside was a bright red Robinson R22 sport 'copter flown in by Ellie Callahan, a friend of Wes. This had the same four-cylinder Lycoming engine as the Schweizer. It looked like a



Eurocopter being ready for flight



Linda LaBier

fun ride; I kind of thought it was the copter equivalent of a Boxster in Guards Red. While we were looking around, John Ryan, owner of Ryan Rotors Helicopter Service, flew in another Bell 47. This one was set up for working the cranberry bogs and had two fertilizer thrower-spreaders mounted — just like we use for our lawns, except John buzzes down through the trees and zips around the bogs a couple of feet off the ground. Watching John fly around the airport, I could believe he is a wild and crazy guy. Then again, maybe not, but he can sure make that Bell move.

Next, it was time for the student pilot flights. Our instructor was Ross Rosetti, a young pilot with Ryan Rotors. My flight was scheduled second. My escort led me out to the Bell. As we approached the spinning rotor, we crouched down while walking forward. Climbing into the canopy, the snug seat was reminiscent of a racing seat. In fact, the four-point harness is awfully familiar to anyone who has used a pre-camlock racing harness. Ross handed me a headphone set with a microphone so we



Belting in for a ride



Lycoming engine on the R22 helicopter

could communicate, and revved the motor to around 3500 rpm. As he altered the rotor pitch, we lifted off with the characteristic wop-wop-wop song of the rotor dominating. Once we had gained some altitude, Ross had me take the right side stick and put my feet in the pedals. At first, I was just to feel how he controlled the Bell; the left and right controls are mechanically linked. Smooth, small motions of the controls are the key, even smoother than driving on a racetrack. You can clearly see the plane carved out by the spinning rotor. Push the stick forward and the plane dips down, moving you forward or increasing your speed. Pull the stick back and you climb. Push the stick right, and the rotor-plane dips down, making an angle with the horizon. Your copter obediently circles to the right. The pedals control the pitch of the tail rotor and let you point the nose. It was windy up there; the Bell had no doors, and I had no jacket on. Although I had been pretty cold at first, as soon as I got on the controls all thoughts of wind and cold were forgotten. It was an altogether new and almost eerily different experience. I thought we were going 20 or 30 knots; the airspeed indicator showed 70. We 'buzzed' some cranberry bogs, but at a safe 1,000 feet. All too soon, it was time to head back to the airport. As we approached Heliops, Ross took back the controls (not that he had ever really let go), and landed. But for the noise and wash of the rotor, I'm sure I would have felt my heart pounding. I'm also sure I was wearing the same ear-to-ear grin I saw on my fellow 'pilots' as they exited the Bell after their flights.

Following the student flights, Wes pushed out the Eurocopter out of the hanger and onto the pad. Pushed is pretty much the right descriptor. The helicopter sat on a little electric dolly, and Wes kind of guided it by the tail as it rolled along. Although I didn't take a ride in the rather civilized Eurocopter, it was evidently clear from their expressions that the passengers really enjoyed their ride over Plymouth and the bay. Looking at Wes, it's clear that he still gets a thrill out of flying.

Heliops certainly gave us a new and rather thrilling experience. Many thanks to Wes, Barbara, Paul, John and Ross. □

The 2007 New England Ramble



By Tania Deary, Photos By Dave Weber

There are two sounds that I actually don't mind waking up to. One is the gentle clink clink of the rigging against the mast, which tells me I'm on a sailboat in the Caribbean. The other sound is the unmistakable growl of a Porsche outside my hotel room window, which can mean only one thing: we're on another Porsche Ramble!

I spring from my comfortable bed, fly to the window, throw open the curtains and — what should I behold but (WAIT — this is even better than Santa Claus!) — a dozen Porsches queuing up for the bucket brigade. The ones at the front of the line are already having their fenders caressed and cosseted with designer shampoos and chamois, while others wait patiently for the hose. Some of these gorgeous creatures are making their ramble debut, others are meeting up with old friends, but all are determined to put their best wheel forward when they emerge from the car park of the Equinox Hotel in Manchester, VT for the 2007 PCA Northeast Ramble.

Having driven up to Manchester the previous day through lashing rain and pea soup fog, we were relieved that Saturday morning the clouds were breaking up and the sun was not far behind. We received our packets at breakfast, and after the drivers' meeting we congregated in the parking lot to stand beside our Porsches to wave to Dave Weber perched on a ladder with his camera. Then they revved up — 140 of them—. It's

hard to find a bigger buzz!

Having lost the toss to drive first, I became the navigator (or 'nagivator,' as I've been called on occasion), and within a hundred yards of leaving the parking lot I was put to the test at the first 'Y' junction. Porsches were spilling to the right like marbles out of a sack, some pulling over to reconsider, others roaring forth — merry pandemonium. Do I follow my instinct and go with the other Porsches, or my brain, which is telling me to follow directions and bear left? For once I followed my brain, but spent the next minute or so second-guessing myself, as there wasn't another Porsche to be seen. That statue of a horse at mile 1.0 was a reassuring sight, indeed, and I settled back to enjoy the ride.

And what a beautiful ride it was, through the rolling farm country for which Vermont is renowned. At times we crept through farmyards where we could have rolled down our windows to shake the farmer's hand, and it was nice to see that, no matter what we were doing on the back roads, Porsche drivers knew when to behave with decorum. Starved for greenery after winter, we feasted our eyes on the lush hills that give Vermont its name. The only ones enjoying the green grass more than us were the cows — thousands of them — and it's obvious why Vermont boasts such wonderful cheeses. But there's a price to pay in the land of Cabot cheese and Ben & Jerry's ice cream:

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you could get stuck for miles on end behind a milk tanker, as we — and probably 20 other Porsches — did. No tears were shed when we finally parted company!

Eventually we left the farms behind and entered dense woods. A short stretch of the Adirondack Road looked as though a tornado had cut a swathe through the forest, with scores of trees downed. Snow patches were in evidence now, and along the rivers and lakes many trees stood with their ankles in water. Farmhouses and barns gave way to Adirondack camps and lodges, and the scenery had an altogether different allure. Schroon Lake was like a painting, with the surrounding hills mirrored on the surface, and the mists over the lake lending the scene an ethereal quality. It was hard to resist the urge to stop for awhile to contemplate its beauty. But lunch was beckoning, and we paralleled the rushing whitewater Schroon River on the way to Bolton Landing on Lake George, and The Sagamore Resort.

After a delicious buffet lunch and a stroll through the grounds down to the lake, it was my turn to drive. We followed a Cayman S at a lively but comfortable pace, and it wasn't long before we caught up with a half dozen other Porsches. We moved as a group for awhile when suddenly a Turbo roared past us and slipped into the ranks. The pace became decidedly more, shall we say, 'spirited,' as we exercised our tires and

suspensions. Watching the colonnade of Porsches hugging the road over hills and around curves, I commented to my husband, "These cars have a love affair with the road."

At that pace, it wasn't long before we were back in Manchester, and we filed sedately up the drive of The Equinox like racehorses headed for the paddocks. Parking alongside one another, we reminisced about the drive. "For awhile there I felt like I was running with the bulls," I observed to the driver of the Cayman. "Yeah," he answered. "I kept looking at the rearview mirror and saying, 'I can't believe she's still there!'" I was proud of our little '87 Targa!

It was the end of a great day of driving, but the fun wasn't over yet. Over cocktails and dinner we renewed old acquaintances, made some new ones, and exchanged stories about our experiences. There were humorous accounts of pit stops and encounters with the local constabulary — the latter stories laced with chagrin. The man of the hour and recipient of many a toast was Bruce Hauben (with the able assistance of his wife Joyce Brinton), who once again tirelessly laid out a superb course for us all to enjoy. Also once again we are indebted to Jerry Pellegrino and European Performance Engineering for their annual sponsorship of the New England Ramble.

Already we're itching for the 2008 Ramble! □

continued on page 34



Jim & Renee McCooey, Toni & Sebastian Sicari, Fran & Udo Schroff, Lee Maserian, Jill Maserian, John & Diane Buckley, Anibal & Isabelle Roges



Rudolf & Marian Weiss, John Beck, Stacey Weaver, Darice & Bob Wareham, Guy & Christine Crosby



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Mark & Shelley Padgett, Pete & Kathy Checkoway, Paul & Jackie Soares, Fred & Anna Cowen, Brian & Marlene Doyle



Jamie & Daphne McManus, Joseph & Nancy Adolph, Tom & Robin Jackson, Johanna & David Quinlan, John & Jim Koury



Joe & Adalyce Kraskouskas, Nick Efremow, Tom Lynch, T J Lynch & MarySchubert, Rosemary Efremow, Brad & Margie Lynch, Cindi Weiler



Antra & Elliott Thrasher, Debbie & Bill Masser, Claire Sylvestre & Robert Fearow, Hank Jonas & Rebecca McDowell, Price Kerfoot & Barbara Masser



Luan & Lee Coulter, Andrea & Jim Killion, Shannon & Keith Porges, Paul & Maryanne Prina, Dot & Jon Acosta



Cliff & Karen Steve, Dave & Sharon Grant, Linda & Jeff Talline, Cathy Mancini & Burt Sackett, Kathy & Gary Ott



Bill & Kathy Nerney, Bill & Carolyn McGillivray, Larry & Lynne Norcini, Tom & Gerry Thalmann, Sue Manocchia & Kirk Stingle



Frank, Pam & Jessica Carnovale, Bill & Toby Brinkmann, Feedele & Anthony Cacia, Jack Kelly, Mary Chevalier

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Valerie & Richard Mackoul, Ted & Lesia Shaw, Joe & Donna Mancuso, Robert & Debra Capuano, Sandra & Joseph Carbonneau



Melissa & Tyler Leeds, Chris & Jeff Leeds, Steve Ross, Andy & Maryann Chiras, Mark & Beth Rohrer, Tania & Jack Deary



John & Diane Morris, Rex Heyes & Robin Lebeaux, Christy & Blaine Stine, David & Jennifer Dudley



Hannah Gentilcore, Linda Brownell, Dot & John Bergen, Mike & Bonnie Foley, Roberta & Dave Melchar, Vern Brownell, Jim Gentilcore



Carole Searle, Wayne Mackie & Alex Broderick, Drew Ley, Diane & Steve Artick, Martin Tekela & Hazel deBurgh, Bruce Hauben & Joyce Brinton



Susana Robinson, Dave Calder, Steve Robinson, Danielle Calder, Terry & Peter Tracey, Charlie & Geri Spacagna, Judy & Bob Anastasi



Jane Dean, Susana Weber, Martha & Bob Cohen, Dave Weber, Bob & Karen Cohen, (not pictured - Jerry Pellegrino)



Paul & Lillian Ruggerio, Ed & Karen Gleason, Karla & Bruce Cook, Don & Greg Mullen, Beverly & Mark Lieberman



Kathie & Jim Paiva, Gerard & Angela Lavigna, John & Liz Demetry, Joe & Cindy Buco



Mary & Ted Shasta, Jim Tooley, Jerry Coholan, Janis & Paula Reisters, Michaela & Kevin Champagne, Jim White, Nick Shanos



Diana & Bill Glimm, John Foster & Michelle Sceppa Foster, Martha & Charlie Dow, Chris & Andrea Geldmacher, Cynthia & Bryon Deysher



Tom Heffernan, Clarke & Debi Bayley, Roberta Capuano, Ed Fitch, Maureen Fredericks, Sally & Daniel Sullivan, Ryan & Paul Antrop

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Ramble- continued from page 37



Jeff Leeds wipes down his Cayman on Saturday morning



Martin Tekela preps his 997 Cab on Friday evening



Donna & Joe Mancuso



Mark Rohrer, Mary Schubert & T J Lynch, Beth Rohrer



Bill & Debbie Masser, Angela & Gerard Lavigne



Cathy Mancini & Burt Sackett



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course we know that we are only fed what someone wants us to know.

Let me close this month with three ironies that I found interesting, not that I'm a morbid person, I just get a kick out of coincidences. A case in point not included in the count of "three" was when I took the mule trip to the bottom of the Grand Canyon some 35 years ago. At the time I was in the retail sportswear business and while chatting at the Phantom Ranch at the bottom, waiting for dinner, a customer from my store in Providence came up and said hello.

Anyway, 1st, an ambulance driver and patient rushing to the hospital were both killed when the ambulance crashed into a garage. 2nd, Wayne Schenk of Syracuse, NY won a \$1MM lottery shortly after being diagnosed with a terminal cancer and died while unsuccessfully trying to get the State of NY to give him the entire present value amount up-front rather than the \$50K per year. Yes, he could have taken out a loan with that as collateral but for whatever reason did not. He did make sure to marry his long time girl friend before he died and made sure she would get the future payouts. And 3rd, renowned Cornell University cat vet and Director of the Veterinary Feline Health Center, James Richards, was thrown from his motorcycle, eventually dying from his injuries, while trying to avoid a cat in the road.

Be safe out there, it's a cruel world.

The Paradox of our Country.....

- o Only in America.....do drugstores make the sick walk all the way to the back of the store to get their prescriptions while healthy people can buy cigarettes at the front.
- o Only in America.....do people order double cheese-burgers, large fries, and a diet coke.
- o Only in America.....do banks leave both doors open and then chain the pens to the counters.
- o Only in America.....do we leave cars worth thousands of dollars in the driveway and put our useless junk in the garage.
- o Only in America.....do we buy hot dogs in packages of ten and buns in packages of eight.
- o Only in America.....do we use the word 'politics' to describe the process so well: 'Poli' in Latin meaning 'many' and 'tics' meaning 'bloodsucking creatures'.
- o Only in America.....do they have drive-up ATM machines with Braille lettering.

Ever Wonder...

- o Why the sun lightens our hair, but darkens our skin ?
- o Why women can't put on mascara with their mouth closed?
- o Why don't you ever see the headline "Psychic Wins Lottery"?
- o Why is "abbreviated" such a long word?
- o Why is it that doctors call what they do "practice"?
- o Why is lemon juice made with artificial flavor, and dish-washing liquid made with real lemons?
- o Why is the time of day with the slowest traffic called rush hour?
- o Why isn't there mouse-flavored cat food?
- o Why didn't Noah swat those two mosquitoes?
- o You know that indestructible black box that is used on airplanes? Why don't they make the whole plane out of that stuff?
- o Why don't sheep shrink when it rains?
- o If con is the opposite of pro, is Congress the opposite of progress?



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thing about "now that we've mentioned it, it will leak". I didn't agree.

By the time everything was buttoned up it was too late at night to start up a car with open exhaust so I figured that I'd finish up and take a ride the next day which was Saturday.

A bright sunny morning greeted me the next day and after breakfast and a dump run I was ready to test drive my work. Old Porsches have a fuel shutoff valve at the bottom of the gas tank which I always used as a theft deterrent and safety item for winter storage. I turned the fuel valve to let the gas make its way to the back of the car while I went up to let the dog out. When I returned just a few minutes later the smell of gasoline filled the garage. Not a good sign. The Speedster was still up on jack stands and it was easy to see the pool of gas under it as I approached. I quickly shut off the gas, opened the garage doors to air out the area and recalled our discussion the night before about a clamp on the gas line. It took a while for the gas to disperse so that I could get under it again and remove the flexible gas line so as to install a clamp. So much for the way I've always done it.

I turned the gas back on, watched the clamped area for a minute to find no moisture and rolled out from under the car to get it off the jack stands. By the time I the car was lowered and I pulled the floor jack out from under it there was gas all over the top of the jack. Rats, still leaking, but from where?

The dripping was from the bottom of the engine not the fuel line and it took a few tries to isolate the leaking to the top of the fuel pump. The pump has a filter on the top that I think is useful for stopping debris the size of marbles, and it was leaking around the top. Upon closer inspection I determined that over the winter with the gas shut off the cork gasket had dried out and cracked allowing a stream of fuel to run out whenever the valve was opened.

I went through a shoe box full of leftover gaskets from various gasket sets (never throw anything away, remember?) but was unable to find the right size. Not to be denied a Speedster ride on a Saturday I went down to the local Ace Hardware store with the fuel pump cover in hand. After only a minute in the plumbing aisle I had a \$.40 O ring that fit perfect and probably won't dry out for the next 50 years. It may not be the correct cork material but I'm the only one who will ever know.

I left the fuel line clamp in place because while I felt that I was actually right about not needing one I wasn't about to press my luck. A fix that works should be left alone even if there was nothing to fix.

The rest of the day was like any other first spring ride in a 49 year old Porsche Speedster with a new clutch, priceless. KTF ☐

mounted and balanced. Eurotire used to ship me new tires via UPS at a fairly nominal shipping cost. Apparently UPS wised up this year and changed from a per pound shipping rate for tires to a cost per cubic foot. By the new rate schedule, it would have cost me over \$400 to ship sixteen slicks. So now, if you order tires by phone or Internet, they'll most likely ship via common carrier. If you live at the end of a long driveway (as I do), or on a narrow street, be prepared to connect with the truck at a location where they can unload the tires onto your vehicle or at your place of business. The truck drivers aren't into long walks schlepping tires!

Our springtime projects are winding down a bit (fortunately!). Most recently, new bark mulch was blown onto our landscaped areas around the house. Over the years we've added more and more landscaped areas around our house, which now require some 36 cubic yards of mulch to cover. For a while we had people wheel barrowing mulch, but that became a multiple day unpleasant and difficult project. Several years ago I ran across a company that blows the mulch into place. Now the project gets done in five or six hours, and the end result is much more uniform. Best of all is that it costs much less, as there is considerably less labor involved.

Now all we need is an extended stretch of warm weather to get things growing! ☐

improvement immediately, and was able to enjoy his first day at Lime Rock. The weather was even gorgeous.

The following day, Saturday, was the Hudson Champlain Region DE. The weather seemed even better, almost summery. I was instructing, and HCP had assigned me a student in the yellow run group who was driving a Boxster. My student seemed pretty motivated; he is a (recreational) pilot and has even done aerobatics. Although he had only recently acquired his 2003 Boxster, it was wearing Pilot Sport Cup tires, and this was already his sixth day (this year!) at Lime Rock. Unfortunately, the yellow and green run groups were large and inexperi-

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enced. We might get one free corner, and then back into a train. Still, you can always work on the line: nail every apex, track all the way out, and drive very consistently and smoothly. There was some frustration, but I also felt there was progress. For his third session, we staged early and were the first car. My student finally had some open track, at least until we lapped the pack. Still, after each pass, we had some open track and he was driving faster and pretty well. I enjoyed giving him tips specific to a Boxster. Towards the end of the session, we were taking Big Bend at decent speed and closing in on traffic. I thought we had plenty of room and told him to keep a neutral throttle. Uncomfortable with the cars in front of him, my student lifted off the gas and touched his brakes mid corner. The car, of course, immediately responded and started to swap ends. I started mouthing the instructor's mantra: both feet in, both feet in. We went backwards off the track onto the infield and plowed quite a furrow in the grass, but the tire wall was still far away when we stopped. There was nothing to do, but get (safely) back on track, put the spin out of mind, drive the perfect line and report to the Chief Steward for a dressing down. Since the checkered flag was out, we returned to the paddock and talked about weight transfer and the friction circle. Then we got out and scraped a lot of grass off the bottom of the car. A spin is never a good thing, and Lime Rock can be treacherous, but only our egos were bruised. Our last run group was late in the day, and some students must have already left. Traffic was light, and we finally had plenty of open track.

I had some pretty good drives in the red group. There were some pretty fast cars; including a Cup car that reportedly was doing 55 second lap times. Maybe my new suspension was working OK. While (vainly) chasing the faster traffic, I knocked a couple of seconds off my lap times from last year.

Finally, depending upon the fickleness of fate, I may yet get to sample a BMWCCA driving school. The Connecticut Valley Chapter did sign me up to instruct at their Lime Rock event. Surely it won't snow in May! ☐

Tail Wagging - continued from page 10

So what can we learn from the misfortune of others? Well, first, that we are extraordinarily lucky here in NER to have the privilege of running our events out at Moore Airfield. If we had enough cones and time, we have enough space to build a course as long or longer than any race-track within five hours of Boston. With this amount of space, we have the ability to isolate the paddock and the track com-

pletely, which, of course, we take advantage of. The second thing we can take away from this disaster is that it simply doesn't pay to casually put your car in the hands of another driver. As to this problem, I consider the Autocross committee and myself rather prescient, for just this year, at my request, we instituted a ban on drivers soliciting co-drives in the paddock. Equally, as a further modification of our general policy, we've banned instructors and participants alike from driving cars they have not previously registered to participate in during the event.

Neither of these revelations can hold a candle, however, to the notion that each driver must be completely aware of their own personal responsibility. Many Internet cognoscenti, despite not having actually seen or examined the course layout, have been highly critical of the designers that laid out this course. While it is possible that the course design contributed to the incident, to my mind it is very difficult, or perhaps simply too easy, to place the lion's share of the blame on anyone other than the guy at the wheel. Being someone who has designed courses for our region and NCR as well as last year's Zone 1, I'm likely somewhat biased but, frankly, if blame need be ascribed, it first falls, literally in this case, at the feet of the driver. Situations will always arise, be it on track, on the street or at an autocross, in which the driver must assume responsibility for what is transpiring. In this case, while the driver managed to damage at least three cars, he did so without hurting anyone and presumably this outcome was not by accident. I'll give him some credit for that at least.

continued on page 40

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Finally, the thing that's most obvious, at least to me, is that no matter how well prepared you might be, there is always the possibility of encountering a situation that was totally unanticipated. If we are to limit the potential for such occurrences, we have to use our imaginations and we need to heed the 'bells.' The bells, as I call them, are those uneasy ideas and feelings that appear in one's semi-conscious mind that tend to be dismissed as either fanciful or requiring too much effort to address. One such bell that has been tinkling faintly for quite some time in other's heads and mine is that we need to do a better job training our course workers. I have never worried about a possible car wreck at any of our autocross events. This is not to say one would be impossible, but it would be extremely difficult to achieve without some extraordinary set of circumstances. Rather, the thing that does keep me up at night is the actions of our course workers while cars are on track. Where we focus a tremendous amount of time schooling our novices in car control and course analysis, we spend significantly less energy on teaching people how to work the course safely. Sure, we haven't had an incidents, but I'd wager neither had the poor folks in Portland prior to last month.

To that end, we will institute a couple of new safeguards this year. The first change I'm proposing is to run a brief discussion prior to the driver's meeting for all novices on the principles that need to be observed to safely conduct the event. The second thing we will institute is adding a new responsibility to the worker captains. Prior to the first car going off in each session, the captains will drive the Devens loop checking out the positioning and distribution of the corner workers, ensuring that no one has taken up a position in a spot where a car is likely to wind up after losing control.

For as long as I've been on the scene, NER's autocross safety record has been spotless. This is because we endeavor to be, in the mold of those who have preceded our stewardship, vigilant, concerned and well reasoned in our decision-making. If you've heard any bells recently, make sure you speak up about it. That's how we all can continue to have fun as safely as possible. Until next month, I wish you peace!

Minutes - continued from page 8

collect money owed the club from another region from a joint event held in the past. Special thanks go out for the work done during Ramble registration this year to John and Dot Bergen. Thanks to them, this year's registration went very smoothly and added to the 'enjoyability' factor for the event.

Bruce went on to discuss future Ramble plans. It was felt by Bruce and the rest of the board that we have reached a maximum number of Ramble participants, both in terms of what venues can accommodate us, and having a reasonable sized crowd that can socialize comfortably. 2008 plans were dis-

cussed, but nothing has been finalized yet, with Bruce noting that we are running out of time. Bruce mentioned that the Balsams Resort as being a perfect location, but the rooms did not contain televisions so it was discredited. The acting secretary mentioned that the lack of TVs was an asset as it would foster more socializing between members, but this comment was quickly dismissed by the other meeting attendees. Other venues were discussed but, for one reason or another, the board felt that we were better off recycling hotels where we have had good experiences. The board all agreed that next year's Ramble will also be a two-night event, since this year was so overwhelmingly successful. Tentative dates for the 2008 Ramble will be May 2nd and 3rd, so pencil it into your calendar.

Bruce brought up the topic of community service, and it was agreed by all that the club should do more in this area. It was also mentioned that when we offer to volunteer our time, very few NER members were willing to step up. Bruce has identified a NER member who is going to head up the efforts in terms of NER playing a more active role in our community. To kick things off, we are planning charity laps at both our Le Circuit Mont Tremblant (LCMT) and Mosport events. On the DE front, we received an e-mail from Upper Canada Region concerning noise issues, with an update to follow after their first event at Calabogie. The board also discussed the much more stringent noise policy at LCMT, and we are in the process of seeking clarification. We can be assured that the policy at LCMT for 2007 will be much more strictly enforced by the town. The board discussed having a joint event with another region at Mosport. It was generally felt that we should have a registration process and policy that welcomes out-of-region members who would like to join our event, and that it is not necessary to have a joint event.

Dave then distributed newsletter deadlines and content assignments. He mentioned that for the first time in recent memory, Win Perry's column was submitted before John Bergen's. The assembled group commented that the Membership chair is now falling onto the procrastination wagon. Matthew provided an update on web site statistics. There are now 145 registered users, up from 121 last month. Banner ad click-throughs were also reviewed, along with DE online registration data. Having no further old or new business to discuss, this meeting of the Board was adjourned at 9:01 pm. The next meeting is scheduled for Tuesday, June 12th, hosted by the Webers. □

Marketplace

For Sale

DE TIRES: Excellent condition, approximately 75% tread remains, 2 – 245.35.18 Hoosiers; 4 – 235.40.18 Michelin Cups; 3 – 285.30.18 Michelin Cups. Tire Rack Price \$261-\$318 each, Yours for \$90 each OBO. Bruce Hauben, 978.952.8517, bmh993@PorscheNet.com

'90 964 Carrera C4: White/blk int. Well prepared and maintained car for street, autox & DE. Engine rebuilt at 67K. Performance WEB cams, Big Red Turbo brakes, Authority chip, Bilstein RSR coil over kit, sway bar kit, K&N cone filter kit, B&B stainless exhaust w/heat excha & headers, Recarro SRD seats, MR Cam Lock 5 point harness, Bray Krause harness truss & shock tower brace, fire exting., Mille Miglia Cup 1 wheels, extra wheels w/track tires, CD stereo, sunroof and more. All org parts avail, 74,500 miles, 2nd owner, 300 hp, 170 mph (tested). Asking \$25,000. Robert Meeker (781)631-2841 info@meekeerstudio.com

'92 911 Carrera 2: Red/tan, 14K original miles, like new w/new tires, Asking \$27,500. John Leate (617)484-2610 after 4:30 pm weekdays or pls leave message, or weekends anytime.

'84 911 Carrera: Street legal track car. Stock 3.6L twin plug 993 engine w/12K total miles (500 on track), Turbo master cylinder, torsion bars, tie rod and adj Koni's and Weltmeister sways, Bremco 4 piston frt race calipers, ltd slip, solid mounts, B&B headers and exhaust, integrated frt air dam cooler w/after market mega wheel well oil cooler. Stomski 915 short shift w/Robotec 915 shift guide, Cobra race seats and 5 pt harness, roll bar, fiberglass frt/rear IROC bumper/air dam, engine lid w/adj carbon fiber wing, 2 sets Fuchs 16" wheels, 2790 lbs, \$27,900 or BO. 5 year old trailer avail. Wayne Stevens (508)833-3036, wstevens52@comcast.net.

'04 Acura TSX, 6-speed manual, blue-gray/black, 35K miles, all records, all original well-maintained paint. Standard features include moon roof, heated leather seats, ABS, traction/stability, 6-CD AM/FM, dual climate. KBB is \$21,300, asking \$20,700. Mounted snows available. Charlie, chl986@aol.com, 978-263-4684

4 New Yokohama AVID V4S P205/55VR-16 Tires: 4 tires I bought from Tিরerack for my BMW 328i in December. Ended up selling the car

before putting the tires on. They were \$89 each (\$356 for 4). Would like to sell them for what I paid and I'll eat the shipping cost. So if you were looking for these tires anyway, you can save the \$40 shipping cost. I'll deliver them to you. Pete LaRocca 781 883 7917, pjarocca@verizon.net

'84 911 Carrera Targa 3.2: Guards Red, 84K org miles, 3rd owner, recent service, many upgrades, new parts, exc cond., needs nothing, just drive. Randall Nadeau (401)568-0104 from 6-9pm. \$19,500.

'87 911 Cabriolet: Triple Black with 37,000 miles. Collectors condition 2 owner Southern car. All stock and factory original. G50 5-speed gearbox, 16" Fuchs rims, new Pirelli P-Zeros, Porsche lambs-wool seat covers, bra, and 2 fitted car covers. All books and records. \$32,500. Billy 617-823-9735, more info and pics email me @ billybwax@hotmail.com.

Wanted to buy:

1999-2001 996 tiptronic rainforest green or guards red excellent condition. Email vhy4167@hotmail.com or call 508-823-7614

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Welcome New Members

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Christopher Campos
Gina Campos
Holden MA
2003 boxster S

John Carberry
Peggy Watkins
Needham MA
2007 BoxsterS

Warren Chang
Quincy MA
2007 Cayman S

Richard Cicchitelli
Maureen Cicchitelli
Jamestown RI
2005 911

Brian Cooner
Waltham MA
1999 911

Steven Goldman
Adam Goldman
Chelmsford MA
1988 944

Alan Goulet
Donna Goulet
Plymouth MA
2007 BoxsterS

William Kelley
Norwood MA
2000 boxster

Dan Liliedahl
Groton MA
1998 boxster

Bastiano Mancuso
Wayland MA
1997 911S

Martine Purple
Boston MA

Jeff Ray
Cindy Ray
Sudbury MA
2007 911S

Daniel Resler
Linda Palmaccio
Carlisle MA
2002 911-C4S

Transfers In

Liz Berkner
Nashua, NH
Transfer from: North Country
1987 930

Aubrey E. Bout
Cambridge, MA
Transfer from: Golden Gate
1983 944T

Fred W. Clough
Boston, MA
Transfer from: Redwood
1989 911C4

John E. Gray
Sturbridge, MA
Transfer from: Hawaii
2000 996

Flat Sixer - continued from page 7

wards and we shared many laughs about the ride. Byron recalled how he was driving along and looked in his rear view mirror and noticed that there was no one back there. He eventually hooked up with Diana again and they made their way back to the route and back to the hotel. As we continued our conversation, Diana made a request that I promised her I would propose to the board and to you.

She thought it would be a great idea to include people's hometowns on the Ramble information. That way individuals can seek out people who live close to them and see if there could be opportunities to do other things in the future. Diana is interested in hosting a cocktail party for people living in or near the Worcester area. She even invited my wife and me on the condition I float the idea out there. So there you have it: hometowns on the Ramble list — for or against. You know the first thing you ask someone when you meet them, "So where are you from?" Okay, maybe its not the first thing Porsche people ask, but it is probably in the top ten!

My wife and I had a great time and I truly enjoyed meeting many of you there. Working the registration desk gave me an opportunity to meet more people than I could have by just wandering around. For those members who have never done a Ramble, or who haven't done one in a while, I highly recommend it. One caveat: register early!

Well that's it for this month. Keep the tires on the road and your hands on the wheel! ☐

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